# THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 52. CLEVELAND, O., DECEMBER 24, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS


## AROUND THE LAKES.

CLEVELAND.

At the Globe drydock the steambarge Jim Sheriffs is getting a new iron shoe.

Mr. Philan Johnson has purchased a piece of the steambarge Business.

We are indebted to Major Cooper L. Overman for a copy of his annual report for 1885.

Captain W. J. Trinter, of the big steamer Onoko, is here, having laid up his vessel at Chicago.

Captain Charles Wallace, of the schooner C. H. Johnson, will run on the fast mail till navigation opens.

It seems that the bids for a new fire boat, as called for by specifications of the city, did not pan out well.

Mr. H. J. Webb, with his family, has gone to St. Joseph, Mich., to spend the holidays with his daughter.

Mr. P. Fleming, of the firm of Beckwith & Fleming, vessel agents of Chicago, stopped here Monday on his waye ast.

We wish a merry Christmas and a happy New Year to all readers of the RECORD and everyone who does not read it.

Mr. Thomas Axworthy has sold his five-eighths interest in the propeller Wetmore and consort Brunett to Mr. H. J. Johnson and others.

Considerable painting is being done preparatory to repairing the fleet in winter quarters. Everybody anticipates a good season for 1886.

Mr. and Mrs. Napoleon Tovat will celebrate the twenty-fifth anniversary of their marriage on the 7th of January, 1886, at 115 Root street. An enjoyable time is anticipated.

Mr. Robert Brayton, a former Clevelander, and for seventeen years master mechanic with the Cuyahoga Steam Furnace Company, died at his home in Fremont, O., last Thursday, aged 84.

Captain A. Carter and Mr. A. G. Stone have purchased of the Erie Lime and Cement Company the schooner Julia Willard, consideration $5,000, to run in the stone trade been Cleveland and the islands in connection with the schooner Venus.

Mr. R. K. Winslow has sold the propeller Cumberland, 1,281 net tons, to Mr. J. C. Gilchrist, of Vermillion, five eighths, Moore & Bartow one-eighth each, and Quayle one-eighth. Mr. Winslow has also sold the Helvetia, consort to the Cumberland, to Captain H. J. Johnson to tow with the V. Swain in place of the H. C. Maxwell, ashore and abandoned near Goderich, Ont.

Messrs. Ward & Jackson, shipsmiths have the contract to do the iron work on both the steamships now under construction at Quayle's Sons yard. Ward & Jackson have better steam facilities for doing quick and good work than any shipsmiths on the lakes and if there is any work doing they always have a share of it and never fail to give satisfaction.

The regular meeting of the Marine Engineers Beneficial Association takes place at their hall on Pearl street this evening, and as all the Knights of the Valves are at home it is safe to predict a large attendance. Delegates will be elected to the national convention, which will be held at the Mansion house, Buffalo, on the 12th of January.

A meeting of marine engineers was held at Van Tassel's Hall, 250 Detroit street, last Saturday evening for the purpose of forming a Lake Marine Engineers Brotherhood, similar to that governing the locomotive engineers, for mutual protection. Among those present were some of the best engineers on the lakes. Another preliminary meeting will be held next Saturday evening, the 26th, at the same hall, to which all engineers of unquestionable reputation are cordially invited, but none who are not practical lake engineers will be admitted.

CHICAGO.

*Special to the Marine Record.*

The steambarge Thomas B. Smith, Captain William Boyd, arrived at this port last Thursday, with a load of shingles from Sturgeon Bay, and left for the latter port Friday night. If the weather is favorable she will make another trip to this port; otherwise she will go into winter quarters at Sturgeon Bay. The Smith made thirty-one round trips during the past season.

The schooner Cascade, Captain M. L. Edwards, arrived at this port early Monday morning, with a load of cedar ties and cord wood from Sutton's Bay. She was twenty-two days making the round trip, and left Sutton's Bay on the 13th inst. She met with some very severe weather, and it is lucky she got back to port safely. Whilst at anchor in Bailey's harbor last Friday Louis Larsen and Chris Gunderson deserted the vessel, making their way ashore, a distance of about three miles, on a raft, composed of five cedar ties and some boards, which they lashed together. Captain Edwards went ashore in the yawl and persuaded Gunderson to complete the trip; but Larsen was so scared at the dangers he had encountered that he refused to do so, and was left behind at Bailey's harbor.

George B. Carpenter & Co. have received into their sail lofts sixty-eight suits of sails of vessels laid up at this port, for winter storage.

Gjeston & Swinton, sail makers, have stored away forty-three suits of sails in their sail lofts.

Captains John Fitzgerald, Albert Gibbs, and D. Sullivan, of Milwaukee, were visiting their friends at this port on Tuesday.

At Miller Brothers drydock the tug John Miner was in for some new outside plank and calking; the tugs Mosher and Uncle Sam for general repairs; the tug J. C. Ingram is in for a rebuild; the schooner El-Tempo is in for calking and repairs; the propeller W. J. Averell and barge Comrade are getting some general repairs; schooner Live Oak is getting a partial rebuild.

At the Chicago Drydock Company's the tug Freedel was in dock for a general overhauling; one of Fox's dredges is having a rebuild; the schooner Sophia J. Luff is being taken to pieces, preparatory to her being rebuilt; the schooner Colonel Ellsworth got a new foremast; the work on the new decks which are being placed on the steambarge Argonaut, is progressing rapidly.

The Goodrich Steamboat Company's propeller DePere, Captain Dorsey, arrived Sunday morning from Manitowoc, and left again Sunday night with considerable freight for Lilly Bay and intermediate ports.

The following vessels have arrived since my letter of the 16th:

December 17, steambarge Thos. H. Smith, Sturgeon Bay, shingles.

December 19, schooner Walter Smith, Muskegon, wood.

December 20, propellers De Pere, Manitowoc, sundries; A. B. Taylor, Saugatuck, sundries; Wm. Maxwell, Manistique, sundries.

December 21, schooner Cascade, Sutton's Bay, ties and wood.

A new passenger steamer will be constructed by J. P. Smith during the winter for A. Booth & Sons: The new boat will have a 175 foot keel and 25 feet beam. As will be seen by these dimensions, she will be long and very narrow, like all other boats owned by the Booths. Her engines, which are being built by the Hercules Iron Works, will be fore-and-aft compound, with 40 inch bore high pressure, 22 inch bore low pressure cylinders, and 24 inch stroke. There will be two boilers of steel, each 6½x16. The contract calls for a uniform speed of fifteen miles an hour, and she is designed to be the fastest and finest boat of her class on the lakes. The intention is to run her between Chicago and Manistique, touching at intermediate points, including Milwaukee. She will have stateroom accommodations for fifty passengers and will carry miscellaneous freight and will cost about $80,000.

There are 418 vessels laid up at this port, representing a tonnage of 141,780 tons.

WILLIAMS.

DETROIT.

*Special to the Marine Record.*

Dec. 22.—The ferry steamer Excelsior started out yesterday, to release a distressed steamer, icebound and leaking, at the head of Lake Erie, under the following circumstances: On Thursday of last week the Canadian tug known as the International, No. 2, and owned by George Campbell, Esq., was despatched to Point au Pelle island with supplies, of which the inhabitants there were likely to run short. She reached there all right and on returning found the ice of such thickness as to impede her progress and on reaching the locality of East Sister island could proceed no farther and commenced leaking and assistance was sent for to this port. In short order the Excelsior was equipped with a steam pump, and with Captain Lewis Horn in command, her success is beyond a doubt.

The weather at present and for a few days past has been fine; quite mild, and the ice in the Detroit river has entirely disappeared. This state of things causes a few weather-wise individuals to give their experience in the past, and "I told you we would have an open winter," but the end is not yet.

Captain Grummond's Mackinac line of steamers, quartered at this port, had a very prosperous business season, the Atlantic, Captain J. R. Jones, having made no less than thirty-one round trips, and the Flora, Captain W. E. Come, thirty round voyages to the entire satisfaction of those who patronized the line. This speaks well in two respects, that the season has been without jars or mishaps, and the officers in command were found to be all that was required in their several positions.

Cornelius Flynn, a fireman, employed on the steamer City of Detroit, th. fall, had an altercation with a brother fireman named Thomas Davis, during which he was struck on the head by the latter with an iron screw bolt when in the fire hold, and for the time being was rendered unconscious. The wound was examined by a physician who thought there would be no serious results. Meanwhile Davis received his pay and left for parts unknown. Flynn was taken to the marine hospital and died on Wednesday last from the wound received. The whereabout of Davis has been earnestly sought for by the authorities, but thus far to no purpose, although it is thought he is located at some eastern port. Both men at the time of the affray, it is said, were more or less intoxicated.

Mr. W. L. Daley was the successful competitor in the appointment of supervising inspector for this district, and has entered upon the discharge of his duties. The appointment is considered well chosen.

Captain James Carney, deceased a few days since, left property valued at from $30,000 to $50,000, the result of many years of toil on the lakes.

At this writing there is nothing going on in the line of ship repairing, and no commencement will be made until after the holidays.

The steamship Chauncey Hurlbut is in the Detroit drydock. There is also on the same premises the beginning for the construction of a new steamship with a part of the frames already in position. It will be of the following dimensions: Length of keel 242 feet, breadth of beam 38 feet, depth of hold 23 feet. She will have an improved model, with fine lines, and of superior strength of build.

The new barge J. H. Prentice, which came out during the season, is having machinery placed in her so as to constitute her a steamship. The work is being done at the Riverside Iron Works. At these same works the engines of the steambarges Tempest, City of Concord, and Ogemaw, are being compounded.

At the Springwell's drydock the propeller Anna Smith is receiving new decks and general repairs. At the present time the number employed at either of the yards is quite limited and will doubtless remain so until the beginning of the new year.

The Lake Pilots' Aid Association at this port hold their next annual meeting at the St. Lawrence hotel in this city on Wednesday night for the transaction of general matters of the society.

Should the weather continue fine it is by no means improbable that the propeller Oconto, imprisoned at the Charities, may be released.

From what can be learned it appears that the wrecked propeller Quebec is doomed to remain where she is until spring. In the meantime it is stated that no further injuries will be sustained, as she is left sufficiently protected.

Ever and anon there comes to the surface an old lake veteran who after serving the best of his days, retires to some inland place and is soon forgotten by his old shipmates and acquaintances, many of whom have long since gone to their final rest. In thus alluding to the subject my attention was called to a paragraph in a western paper of the death of Captain James Regan at Watertown, Wis., at the advanced age of eighty-four, where he had resided since 1837. He was a lake navigator prior to 1830 and even as far back as 1825. There are but few of that period of lake navigation left and they are located at remote places, as it were, entirely forgotten.

I notice the call you make for a list of vessels laid up at the various ports. The reporters this fall have neglected this important duty, and as this port has a frontage of six miles or more it is no slight task to perform, requiring not less than two days' travel without the advantage of street cars. I have prepared and forwarded a list so far as possible to obtain, while those not secured are chiefly scows which are too numerous to place in a good sized handbill.

On the 11th the tug M. Swain attempted, unsuccessfully, to pull the Corsican off the beach where she had drifted, several hundred yards below the Limekilns. As the Swain did not turn up the next day the contract was given to Captain Caldwell, owner of the steambarge Keystone, to release her for $300, and the Keystone was getting ready to go up to the schooner when the Swain again appeared and pulled the schooner off with ease, and on the 14th brought her to Detroit, after part of her deck load had been removed. The Swain gets $500 for the job of rescuing the schooner from off Munroe, where she was waterlogged. The Corsican is in her twenty third season.

HALL.

BUFFALO.

*Special to the Marine Record.*

The new steel steamer to be built this winter by the Union Drydock Company, Buffalo, for the Anchor Line, will be named "Susquehanna."

The schooner Oceanica, recently frozen in at Port Huron, has finally forced her way through the ice and reached Detroit. It is not yet decided whether she will winter at Detroit or take advantage of the present mild weather and reach this port.

A.

GODERICH.

The schooner A. C. Maxwell, which went ashore near Goderich December 11, still remains where she first struck. The wrecking expedition, consisting of the tug Admiral D. D. Porter, with steam pump, etc., came here to release her, but had to return to Port Huron, being unable to do anything on account of the ice and severe weather. The vessel lies easily, and it is expected she will be got off next spring without further damage.

## MARITIME LAW.

COLLISION—STEAMER AND SCHOONER—STEAMER MUST AVOID SAILING VESSEL—BAD LOOKOUT—APORTIONMENT.

*U. S. District Court, Southern District of New York.*

Brown, J.

On the 6th of June, 1884, the schooner Eagle, bound east through Long Island Sound, came in collision with the steamer John Sylvester, bound west, about 300 feet to the northward of the buoy at Throg's Neck. The bowsprit of the schooner struck the starboard side of the steamer about 25 feet from her bow, and raked her aft until she brought up against her paddle box. Both vessels were injured, and these cross-libels were filed to recover their respective damages.

The Sylvester was a passenger steamer, plying between Sands Point and New York She left Sands Point a little before 4 o'clock, some twenty minutes behind time, and passed near the Stepping Stones. When about half way between there and the point at Throg's Neck, she observed several vessels beyond the point coming eastward. At that time the steamer was heading so as to pass about one hundred feet eastward of the buoy. Seeing these vessels ahead, the captain put her about one point more to the westward, intending, as he says, to go far enough to the westward to allow the sailing vessels to pass him on his port-hand as they rounded the point. The wind was south. The Eagle rounded very close to the point, easing off her sheets as she did so, and then had the wind dead aft. The steamer was going at the rate of about sixteen miles an hour until about five hundred feet from the schooner, when the captain rang his bell to slow, and afterward stopped his engines, but did not reverse.

Several witnesses on the part of the steamer testify that at the time of the collision she was very near the western shore; the captain says he was as near as was safe, and that after he had stopped his engine he was heading south for the buoy. The evidence on the part of the Eagle is that she rounded the buoy in the usual way, and took the usual course up toward the Stepping Stones. Though the steamer had been seen before reaching the point, no watch was kept upon her. The schooner's sails were on her port side and hid the steamer from the helmsman, so that upon rounding the point, the steamer was first seen near at hand, and on the schooner's starboard bow. The latter was then obliged to go to the westward of the steamer and in the narrow passage between her and the shore, under a starboard wheel, until, having lapped the steamer a few feet, her wheel was eased, when, as it is apparent from the evidence, the schooner yawed, or lufled suddenly, and she struck the steamer as before stated.

There is considerable difference in the testimony as to the speed of the schooner at the time of the collision. From the libellants' evidence, as well as the steamer's previous high speed, and the short time her engine was slowed or stopped, I am satisfied that the steamer was not nearly stopped in the water, but was under very considerable headway, and that the place of the collision was not materially to the westward of the northerly course that the Eagle would naturally pursue on rounding close to the buoy. If a proper lookout had been kept on board the Eagle I have no doubt that the position of the Sylvester would have been seen only a few hundred feet above the buoy, and that the captain of the schooner would have had no difficulty in passing to the eastward of her by easing his starboard helm a little earlier than he did. The sails upon the port side obstructed the view of the steamer until the schooner had got around on the usual northerly course, when the steamer suddenly appeared upon the schooner's starboard bow. There was no reason for the schooner's swinging farther to the westward than usual, and taking all the testimony together, I am satisfied that the steamer, instead of being out of the way of the fair course of sailing vessels rounding close to the buoy, was directly in their way, unless they kept a little to the eastward to avoid her. The steamer in fact made the shortest possible cut from the Stepping Stones to the buoy, instead of going to the eastward, where there was a mile of space mostly unobstructed, as was her duty to do. She first laid her course within one hundred feet of the buoy, and then went a few feet further west so as to shave it close, and merely slowed up till the sailing vessels should pass, expecting them to keep out of her way. This was not obeying the rule that required her, as a steamer, to keep out of the way of sailing vessels. The sailing vessels had the right of way in going as near as they pleased to the buoy, and it was the steamer's duty to give them a fair course without obstruction, and to keep off to the eastward or to the westward by an ample margin.

It is equally clear to me from the evidence that the Eagle was not maintaining the lookout that was obligatory upon her, and that through the want of such a lookout she failed to go to the eastward of the steamer, as she might easily have done, and that finding herself suddenly close upon the steamer, she was at the last moment compelled to go between her and the shore, and in the confusion of her unexpected position, eased her starboard helm so suddenly as to bring about the collision. Neither is excused by the fault of the other, and the damages as well as the costs must, therefore, be divided.

November, 18, 1885.

## CIVIL AND MILITARY ENGINEERS.

FERRYSBURG, MICH., Dec. 17.

*To the Editor of the Marine Record.*

Dear Sir,—I am sorry that you have been so misinformed, or that you have so misapprehended the motives of the engineers who assembled in your city recently, as to think that they wish to "dispossess the military engineers of their occupation, and foist themselves upon the government as the proper person to have charge of the governmental works of improvement on harbors and rivers," as you say in your issue of the 10th inst.

This idea is wholly and totally at fault, a sorry mistake, and sets the engineers who are moving in this matter in an erroneous light.

Their motive is not at all to pull down the military engineers, or dispossess them of their high and honorable calling, but to bring themselves up to the same level with them, for they deem themselves the peers of the military engineers in training, in capacity, and in executive ability.

The ground the civil engineer takes is, that while it is the province, nay, the duty of the government to provide a class of highly educated men, trained in specialties whom she may call into her service when wanted, she has no right to give such class the monopoly, the entire control of all the engineering work she may have to do, to the exclusion of the same degree of cultivation, training, and ability that may be found in the ranks of the civil engineers, thereby introducing caste, so repugnant to the American people. The civil engineer educates himself, and contributes in his taxes to the education of the military engineer. He is called upon to support the same government in peace and war. Moreover, the schools from which he graduates are in no way inferior to those from which the military engineer takes his diploma. Yet when the government has patronage to dispense in the form of engineering work the civil engineer is totally ignored. This is a kind of humiliation not easily brooked by the average American.

You refer to the locks of the St. Mary's Falls ship canal as showing the superior capacity and ability of the military engineer. That work is truly a magnificent work, and the government is to be commended for providing men capable of such an achievement. But this does not show that the civil engineer has not the same capacity. To exclude competition from the race, then to claim superiority in the event of happy results being obtained, is not the American idea of the fitness of things. The St. Louis bridge was the admiration of the world when first built; yet it was the work of the civil engineer from the walks of private life.

No greater success in harbor improvements in the United States has been attained than that at the mouth of the Mississippi, and that, too, is the work of the civil engineer—and that, too, against and in spite of adverse criticism of the military engineer, high in authority. Again, our coast survey is mostly the work of men from the ranks of civil life. Yet for high attainments shown for the wonderful precision of results, this work is the admiration of the whole scientific world.

No, Mr. Editor, the high-minded civil engineer does not wish to depose or to dispossess the military engineer. He merely wants to be put on an equal footing with him—to be regarded as eligible to the same positions of trust and responsibility in regard to such engineering work as the government may have to do—precisely as in political life, any citizen may attain to the highest position within the gift of the people, upon the merit of developed capacity and ability; this is all he asks, nothing more, nothing less. H. C. PEARSONS.

Captain Martin Howard will have charge at Martin Nulty's during the winter, he will be pleased to treat all Martins friends well when they drop in at the old store at 242 South Water street.

## HISTORY OF LAKE NAVIGATION

BY J. W. HALL.

*Written for the Marine Record:*

### CHAPTER L.

In a previous chapter were given the names of a few vessels commissioned in 1854, their tonnage, where built, by whom, and owners, which is herewith continued as important for future reference:

Brig Empire State, 396 tons, built at Buffalo by G. S. Weeks for Morse & Perrine.

Schooner Empire State, 257 tons, built at Milan by E. Bates for Mollison & Hastings.

Schooner Echo, 253 tons, built at Milan by H. Kelley for J. D. Smith, Milan.

Schooner Fulton, 360 tons, built at Cleveland by Latrinier & Stevens for Johnson, Oswego.

Bark Great West, 360 tons, at Oswego by George Goble for Parker & Allen.

Bark Great West, 765 tons at Buffalo by G. S. Weeks for W. O. Brown.

Schooner N. P. Goodell, 252 tons, at Fairport by E. Lockwood for Smith, Kelly & Co

Schooner C. C. Griswold, 354 tons at Vermillion by A Bradley for W. G. Lane.

Bark Jesse Hoyt, 472 tons, at East Saginaw, by Smith & Whiting for Hoyt & Co

Schooner Fred Hill, 268 tons, at Milwaukee by J. M. Jones for W. B. Hibbard.

Schooner Kenosha, 377 tons, at Cleveland by S. C. Degroat for B. S. Shephard.

Schooner Live Yankee, 260 tons, at Milan by E. Bates for Cramer & Co., Racine.

Schooner Maple Leaf, 299 tons, at Buffalo by G. S. Weeks for S H. Barclay.

Schooner Milwaukee Belle, 368 tons, at Milwaukee by J. M. Jones for Norris & Davis.

Schooner Richard Mott, 296 tons, at Buffalo by F. N. Jones for Morse & Perrine.

Bark Plymouth, 354 tons, at Garden Island by D. B. Colby for Mrs. Ellen Rae.

Schooner Phalarope, 371 tons, at Cleveland by R. Calkins, for George Steel, Chicago.

Bark Republic, 392 tons, at Clayton by John Oades for Fowler & Esseltyn.

Schooner Republic, 300 tons, at Buffalo by F. N. Jones for D. Newhall, Milwaukee.

Propeller Sun, 629 tons, at Buffalo by Bidwell & Banta for Montgomery & Jones.

Bark Sunshine, 516 tons, at East Saginaw by M. Smith for Jesse Hoyt.

Bark B. S. Shephard, 509 tons, at Cleveland by Peck & Masters for W. M. Egan.

Schooner Star of the North, 287 tons, at Cleveland by Spencer & Co, for K. Sherman.

Schooner Sirius, 256 tons, at Milan, for N. W. Insurance Co., Oswego.

Schooner Syracuse, 301 tons, at Oswego by George Goble for W. H. Barclay, Milwaukee.

Schooner Three Bells, 305 tons, at Buffalo by F. N. Jones for D. Newhall, Milwaukee.

Schooner Twin Sisters, 275 tons, at Cleveland by Latrinier & Stevens for H. N. Gates,

Schooner Wings of the Morning, 340 tons, at Black River, O., for N. C. Winslow.

Schooner B. F. Wade, 173 tons, at Ashtabula by Wm. Lent for G. Willard, Ashtabula.

Schooner Watchful, 144 tons, at Clayton by John Oades for United States government.

Brig Young America, 346 tons, at Buffalo by F. N. Jones for Sturgis & Co., Chicago.

The following paragraphs show the steamers and sail vessels which passed out of existence in 1854 and the value:

Steamer America, wrecked at Point au Pelle, Lake Erie, $20,000.

Steamer Garden City, wrecked near De tour, Lake Erie, $50,000.

Steamer Detroit, sunk by bark Nucleus in Saginaw Bay, $25,000.

Steamer General Harrison, wrecked near Chicago, $5,000.

Steamer Alabama, sprung aleak and sunk near Buffalo, $20,000.

Steamer E. H. Collins, burned at the mouth of Detroit river, with loss of twenty-three lives, $100,000.

Steamer Bruce Mines, foundered in Lake Huron, $30,000.

Steamer Mayflower, wrecked on Point au Pelle, $100,000.

Propeller Princeton, sunk by ice, off Gravelly Bay, Lake Erie, $200,000.

Propeller H. A. Kent, burned off Gravelly Bay, $100,000.

Propeller Boston, sunk by collision in Lake Ontario, $35,000.

Propeller Bucephalus, foundered in Saginaw Bay; ten lives lost, $60,000.

Propeller International, burned at the head of the Niagara river, $30,000.

Propeller Westmoreland, foundered near the Manitous, and lost seventeen lives; $50,000.

Bark Utica, wrecked on Buffalo breakwater, $19 000.

Bark Trade Wind, sunk by brig Sir C. Napier in Lake Erie, $50,000.

Bark Globe (C) wrecked at Port Bruce, Lake Erie, $8,000.

Brig O. Richmond, wrecked near Chicago, $5,000.

Brig Wm. Monteith, wrecked at Fairport, $10,000.

Brig Audubon, sunk by schooner Defiance in Lake Huron, $30,000.

Brig Ashland, wrecked on Long Point, Lake Erie, $11,000.

Brig Burlington, wrecked at Port Bruce, Lake Erie, $3,000.

Brig Odd Fellow, wrecked near Mackinaw, $23,000.

Brig Halifax, wrecked on Lake Ontario, $10,000.

Schooner Adelia, foundered in Lake Ontario, with loss of five lives, $6,000.

Schooner Robert Wood, lost off Dunkirk, Lake Erie, $2,000.

Schooner Petrel, lost on Lake Michigan, with four lives, $2,500.

Schooner Duke, sunk in Lake Ontario, and four lives lost, $12,000.

Schooner Hudson, sunk off Conneaut, Lake Erie, $4,000.

Schooner Navigator, wrecked near St. Josephs, Lake Michigan, $2,500.

Schooner Roanoke, wrecked near Muske- Lake Michigan, and four lives lost, 00.

chooner Nautilus, wrecked near Chi- o, $16,000.

chooner Sophia, wrecked in Georgian , $6,000.

Schooner Energy, wrecked in Traverse Bay, one life lost, $27,000.

Schooner J. B. Wright, wrecked on east shore of Lake Michigan, $25,000.

Schooner Ocean, burned at Port Dalhousie, Lake Ontario, $20,000.

Schooner Defiance, sunk by brig Audubon in Lake Huron, $30,000.

Schooner Cayuga, wrecked on Lake Ontario, $22,500.

Schooner Western Star, wrecked near Goderich, $16,000.

Schooner Luther Wright, wrecked at Gravelly Bay, $18,000.

Schooner Norfolk, lost on Lake Ontario, with two lives, $10,000.

Schooner Omar, wrecked at Cleveland and four lives lost, $8,000.

Schooner Birmingham, wrecked near Buffalo, $4,000.

Schooner R. R. Johnson, wrecked at Fairport, and eight lives were lost, $28,000.

Schooner Conductor, wrecked at Long Point Cut, $10,000.

Schooner Lewis Cass, wrecked at Conneaut, $10,000.

Schooner Wing and Wing, wrecked at Michigan City, $5,000.

Schooner Convoy, foundered in Lake Erie, and eight lives were lost, $27,000.

Schooner Florence, wrecked at Kelly's Island, $2,000.

Schooner Mansfield, wrecked at Euclid, Lake Erie, $10,000.

Schooner Mary Margaret, lost on Lake Michigan, $3,000,

Of the three hundred and eighty four disasters in 1854, 1 occurred in January, 46 in April, 25 in May, 11 in June, 14 in July, 21 in August, 58 in September, 61 in October, 83 in November, and 64 in December.

Eight steamers, 6 propellers, 3 barques, 8 brigs and 30 schooners passed out of existence during the season. The detail of disasters, as published at the time, did not include all the casualities which occurred during that season. Those of minor importance where the loss was under one hundred dollars, were omitted, and it is quite probable that there were losses above that sum which were overlooked, and from the fact that the estimates above given were, in the main, very low, it is presumable that the aggregate loss of property on the lakes in 1854 exceeded two and a quarter million dollars.

The losses in the month of January were $10,000, April $310.750, May $217,000, June $40,700, July $59,050, August $66,625, September $129,600, October $408,100, November $456,000, December $400,000. Total, $2,187,825.

Owing to the sudden closing up of the season a number of vessels, with cargoes on board, were frozen up outside, sustaining more or less damages which could not at the time be included in the above amount. The season closed December 10th.

Number of lives lost during the year, 119; amount of loss by jettison $78,550, loss by collision $270,000, loss by fire $264,400. Total loss of property by steamboats $1,143,500, loss by sail vessels $1,046,325.

During the season of 1854 Captain Charles C. Stanard, who commanded the steamer Western World, died suddenly on board just as the steamer had left her dock at Detroit, and while standing on the pilot house. The cause was attributed to heart disease. He had been a lake navigator for a long period, and during that time commanded several fine steamers.

Captain Charles Rogers, well known on the lakes, died at Buffalo, of consumption, at the age of 43.

From January 1, 1854, to December 31, 1854, there were owned in the Detroit district, 41 side-wheel steamers, with an aggregate of 21,285 tons; 16 propellers, aggregating 4,564 tons; 4 barques, 1,453 tons; 11 brigs, 2,804 tons; 126 schooners, 12,137 tons; 19 scows, 785 tons; 46 sloops, 992 tons. The largest steamer was the Western World, 2,002 tons; the largest propeller, the Falcon, 663 tons; the largest barque, the Fame, 428 tons; the largest brig, the Roscius, 378 tons, and the largest schooner, the Fortune, 371 tons.

On Tuesday, April 25, 1854, a singular spectacle presented itself on Lake Erie, off Dunkirk, which was a convulsion of the waters, or great wave, preceding a storm on that lake, which was also noticed by severa along the coast, both above and below that harbor and on the high grounds for some distance inland, and was even more extensive on Lake Ontario than on Lake Erie, and was followed almost immediately by thunder storms. Three of these convulsions had previously occurred, on September 20, 1845, January 8, 1847, and July 5, 1850 all of which were attended with the like results as that of the 25th of April above noted. These convulsions were attributed to volcanic action, as the coast thereabout produces abundance of hydrogen gas springs, and near by are the petroleum or mineral oil springs. On Lake Ontario it appeared that

albeated term or warm cycle arrived on the north shore of that lake on the 23d of April and left on the 26th, and it reached Colborne on the 24th and left on the 27th, traveling N.W. to S.E., rain commencing at 7 p. m., on the 25th, followed by thunder and lightning, and closing with a snowstorm on the 27th which continued all the forenoon of the 28th. The highest temperature at Colborne was 72 degrees and on Long Island 78 degrees. It was within this term that the convulsion on the lakes was experienced. Thus in the above memorandum is produced the record of two convulsions on the lakes, one in the salliferous strata, producing ice in warm weather, and the other in the bituminous formation, attended by heat.

George W. Rice, who was the United States marshal at Detroit, seized upon the effects of the steamboat Albany for a claim of $518 in favor of George B. Pease at Detroit, also the steamboat Fashion for a claim of $185.88 in favor of the Locomotive Works, the brig J. R. Giddings for $328, due seamen for wages, also the scow Temperance for supplies.

A new steamer of 500 tons burden, named the Zimmerman, was launched at Niagara, Lake Ontario, to ply between that port and Toronto, in command of Captain D. Milloy. She plied on that route until August, 1863; when she took fire and was totally destroyed at Niagara, with the loss of two lives. She was valued at $20,000.

Colonel James Kerby, collector of customs at Fort Erie for many years, died at an advanced age. He was an officer in the army of 1812 during the war between Great Britain and the United States, and was well known far and near.

## LAKE ERIE AND THE OHIO.

John B. Gregory, ex-engineer of the State Board of Public Works, and Dwight Paul, formerly engineer of the northern division of the Ohio canal, have made a survey of the Muskingum River, one hundred miles of which is used for the lower division of the Ohio Canal. The survey was made in pursuance of an act of the last Congress looking to the improvement of Ohio River, and the object of it, the engineers say, is to change the Ohio Canal into a ship canal, connecting Lake Erie with the Ohio River. The Muskingum river, it is said, can be changed into a ship canal at comparatively small expense. The locks are already large enough, being 125 feet long and 36 feet wide. They would merely require to be made much deeper. By means of dams slack water can be made to reach Trenton, Tuscarawas county, 106 miles from Cleveland. From Trenton to Cleveland the Ohio Canal would have to be widened and deepened, and locks entirely torn out and rebuilt. The entire expense is estimated at $10,000,000. The only difficulty is in getting over the "Portage summit," but water could be brought from the Cuyahoga River. The whole matter will come up before the next Ohio Legislature. With the Ohio Canal converted to this use, the route from New York would be via the Erie Canal, Lake Erie, the Ohio Canal, the Muskingum River, and thence by the Ohio and Mississippi rivers to the gulf. General A. J. Warner, it is claimed, will urge the project on the attention of Congress.

## WELLAND CANAL ENLARGEMENT.

Sealed tenders addressed to the undersigned and indorsed "Tender for the Welland Canal," will be received at this office until the arrival of the Eastern and Western mails on Monday, the 25th day of January next (1886), for raising the walls of the locks, weirs, etc., and increasing the height of the banks of that part of the Welland Canal between Port Dalhousie and Thorold, and for deepening the Summit Level between Thorold and Ramey's Bend, near Humberston.

The works throughout will be let in sections. Maps of the several localities, together with plans and descriptive specifications, can be seen at this office on and after Monday, the 11th day of January next (1886), where printed forms of tender can be obtained. A like class of information relative to the works north of Allanburg will be furnished at the resident engineer's office, Thorold; and for works south of Allanburg, plans, specifications, etc., may be seen at the resident engineer's office, Welland.

Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and, in the case of firms, except there are attached the actual signatures, the nature of the occupation and place of residence of each member of the same; and further, an accepted bank check for the sum of two thousand dollars or more—according to the extent of the work on the section—must accompany the respective tenders, which sum shall be forfeited if the party tendering declines entering into contract for the works at the rates stated in the offer submitted.

The amount required in each case will be stated on the form of tender.

The check or money thus sent in will be returned to the respective parties whose tenders are not accepted.

This department does not, however, bind itself to accept the lowest or any tender.

By order, A. P. BRADLEY, Secretary.

Department of Railways and Canals, Ottawa, 9th December, 1885.

## LIGHTHOUSE ILLUMINANTS.

A committee was some time ago appointed by the Trinity House to make experiments in order to determine the relative merits of electricity, of gas and of oil as lighthouse illuminants. The committee made most thorough trials, and as a result of them, it appears that according to their conclusion oil serves the purpose best as a general illuminant. The opinion of the committee in regard to the relative merits of electricity, gas and oil is summed up as follows:

1. That the electric light as exhibited in the A experimental tower at South Foreland has proved to be the most powerful light under all conditions of weather, and to have the greatest penetrative power in fog.

2. That for all practical purposes the gas light is exemplified by Mr. Wigham's multiform system in B experimental tower, and the oil light as exemplified by the Trinity House Douglass 6-wick burners in multiform arrangement up to triform in C experimental tower, when shown through revolving lenses are equal light for light in all conditions of weather; but that quadriform gas is a little better than triform oil.

3. That when shown through fixed lenses as arranged in the experimental towers, the superiority of the superposed gas light is unquestionable. The larger diameter of the gas flames, and the lights being much nearer to each other in the gas lantern, give the beam a more compact and intense appearance than that issuing from the more widely separated oil burners.

4. That for lighthouse illumination with gas the Douglass patent gas burners are much more efficient and economical than the Wigham gas burners.

5. That for the ordinary necessities of lighthouse illumination mineral oil is the most suitable and economical illuminant, and that for salient headlands, important landfalls, and places where a powerful light is required, electricity offers the greatest advantages.

## MEN-OF-WAR FOR THE LAKES..

Congressman Thomas, of Illinois, is drafting a bill providing for the appropriation of $50,000,000 for the construction of war vessels for the United States. He proposes that there shall be five gunboats, light in draft, and with center boards to enable them to go out to sea in heavy weather. Congressman Thomas says: "Under the treaty stipulations with Great Britain we are allowed to keep but one man-of-war on the lakes. In case of war the greater part of our northern frontier would be exposed to an invasion by water. England could send a fleet of one hundred vessels up the St. Lawrence and enter the lakes without meeting any opposition. Now, if we had these light draught gunboats we could send them in case of an emergency, through the Erie canal without loss of time. It would not be much of a defence, but it would be a start in the right direction."

Captain Ed. Tormey says a new wrinkle has been discovered in regard to Fighting Island. In the marine inspector's office at Detroit and at Washington, maps have been discovered on which lines are drawn indicating that American water runs clear up to land on the west side of Fighting Island, and that, similarly, Canadian water runs up to land on the east side of Hog Island. After a careful study of the map, he is of opinion that Grummond's barge was in American waters, when captured by the Canadian customs authorities, and will have to be given up.

## OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Dec. 7, 1885.

*To the Editor of the Marine Record:*

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended , Dec 5, 1885:

| Official Number. | Signal Letters. | Rig. | Name of Vessel. | Tonnage. Gross. | Net. | Home Port. |
|---|---|---|---|---|---|---|
| | | | SAIL VESSELS. | | | |
| 106,392 | ..... | Sc. | Anna W. Neal. | 16.55 | 15.72 | Camden, N J. |
| 106,393 | ..... | Sc. | Albert Nickle, | 35 52 | 33.74 | Baltimore, Md. |
| 126,331 | ..... | Sc. | Carrie and Annie, | 95.43 | 90.66 | Boston, Mass. |
| 120,630 | ..... | Sl. | Fair Play, | 8.35 | 7.94 | Elizabeth City, N. C. |
| 140,809 | ..... | Sl. | Lizzie Lee, | 6.56 | 6.23 | Newport News, Va. |
| 140,810 | ..... | Lug. | Lorraine, | 5.32 | 5 06 | Brashear, La. |
| 110,690 | ..... | Sc. | Rip Van Winkle, | 5.01 | ..... | Key West, Fla. |
| | | | STEAM VESSELS. | | | |
| 126,330 | ..... | St. p. | Crown Point, | 235.20 | 159.14 | Evansville, Ind. |
| 135,869 | ..... | St. s. | Eddie, | 17 32 | 8.66 | Baltimore, Md. |
| 140,808 | ..... | St. s. | Lizzie E., | 59 07 | 29.54 | New Orleans, La. |
| 91,815 | ..... | St. p. | May Belle, | 7 07 | 6.09 | Pansoffkee, Fla. |
| 92,816 | ..... | St. s. | Mary Belle, | 23.11 | 11.55 | Tampa, Fla. |
| 155,121 | ..... | St. p. | Oregon, | 831.97 | 540.03 | Wilmington, Del. |
| 116,081 | ..... | St. p. | Sam Pyles, | 28.23 | 25.66 | Pansoffkee, Fla. |
| 81,101 | ..... | St. s. | Willie, | 38.47 | 19.24 | New York, N. Y. |

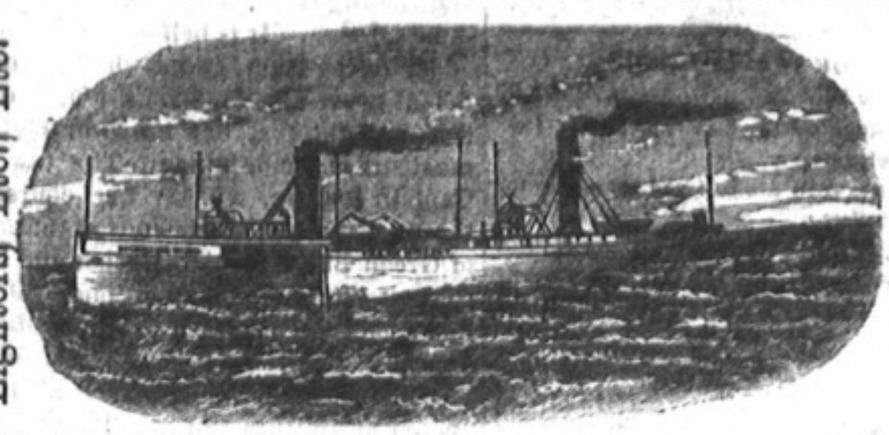
JARVIS PATTEN, Commissioner of Navigation


# MOFFAT TUG LINE.

TUGS.

MOCKING BIRD, FRANK MOFFAT, JOHN MARTIN, KITTIE HAIGHT, RIVER QUEEN, ADMIRAL D. D. PORTER.

Tugs, Steam Pumps, Divers, Hawsers, Lighters, Etc., Etc.



Promptly Furnished on Orders by Wire or Otherwise.

SPECIAL ATTENTION PAID TO WRECKING.

**Two First-class Canadian Tugs and Outfits FOR WRECKING IN CANADIAN WATERS.**

PUMPS.

Four-Inch Worthington, for Water, Twelve-Inch Rotary for Water and Grain, 9-Inch Centrifugal for Water, Sand and Gravel, 4-Inch Wrecking and Fire Pump on Board Tug Admiral D. D. Porter.

**QUINN BROS.**, THE WELL KNOWN SUBMARINE DIVERS AND WRECKERS IN CHARGE OF STEAM PUMPS, DIVING AND WRECKING.

ADDRESS A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

OR JOHN CORNWALL, Supt., Port Huron, Mich.


UNITED STATES ENGINEER CORPS

BRIG. GENERAL O. M. POE, No. 34 Congress-st, West, Detroit, Mich.

LIEUT. COL. W E. MERRILL, Custom House, Cincinnati, Ohio.

LIEUT. COL. WALTER MCFARLAND, P.O box 93, Station A, New York, N.Y.

LIEUT. COL. JOHN W. BARLOW, P. O. drawer No. 7, Milwaukee, Wis.

MAJOR G. L. GILLESPIE, P.O.box 102, Station A, New York, N.Y.

MAJOR W. H. BENYAURD, P. O. drawer 132, Chicago, Ill.

MAJOR L. COOPER OVERMAN, 292 Prospect st, Cleveland, Ohio.

MAJOR CHAS. J. ALLEN, P. O. box H, St. Paul, Minn.

CAPT. CHAS. E. L. DAVIS, No. 311 Woodward ave., Detroit, Mich.

CAPT. J. B. QUINN, P. O. lock box 2124, St. Paul, Minn.

CAPT. EDWARD MAGUIRE, Oswego, N. Y.

CAPT. W. L. MARSHALL, P. O. drawer 42, Milwaukee, Wis.

CAPT. JAMES C. POST, Government Building, Cincinnati Ohio.

COMMISSIONER OF NAVIGATION.

JARVIS PATTEN, Treasury Department, No. 92, Washington, D. C.


# WARD & JACKSON,

SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

**PRESLEY & CO.,**

**Globe Drydock**

Shipbuilding, Drydocking, Repairing and Spar Making.

CLEVELAND, OHIO.

**FOR SALE,**

New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap

**GLOBE SHIPBUILDING CO.**

**DAVID BARNHISEL, Agent.**

DOMESTIC & STEAM COAL

Cleveland, Ohio

**A BIG OFFER.** To introduce them we will GIVE AWAY 1,000 Self-Operating Washing Machines. If you want one send us your name, P. O and express office at once. The National Co. 2 Dey St., N. Y.

SUBSCRIBE FOR THE

Marine Record.


## LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive. | Depart. |
|---|---|---|
| No 4, Fast Limited Express | *2 55 A M | *3 05 A M |
| No 8, N Y, B & A Express | *8 25 A M | *8 50 A M |
| No 26, Elyria Accommodation | †7 45 A M | ..... |
| No 24, Buffalo Ac'm via Sandusky | †10 30 A M | †10 50 A M |
| No 24, Toledo Accom via Norwalk | †10 30 A M | †10 50 A M |
| No 12, N Y & B Fast Express | *2 10 P M | *2 45 P M |
| No. 14, Special New York Ex | ..... | 3 00 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | ..... |
| No 26, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *12 15 A M | *12 25 A M |
| No 23, Mich Express via Sandusky | *2 15 A M | |
| No 3, Chicago Express via " | *6 00 A M | 6 30 A M |
| No 25, Mich Accom Norwalk | ..... | †6 30 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 30 P M |
| No 5, St Louis Ex via Sandusky | *10 50 A M | *11 00 A M |
| No 9, Chi Pac Ex via Norwalk | 6 15 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only | ..... | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | ..... |

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.


PURCHASE YOUR TICKETS VIA THE

**BEE LINE—C. C. C. & I. R. R.**

The Great Trunk Line to the South and West.

The only line from Cleveland with no change of cars to the Mississippi River. Solid trains and through sleepers to St. Louis, where direct connections are made in Union Depot for all points west.

Practically no change of cars to the

**PACIFIC COAST.**

The only line to COLUMBUS AND CINCINNATI with complete through train service, making direct connections in Union Depots for all points in the

*SOUTH AND SOUTHEAST*

Tourists Tickets to numerous points, including the

*ROCKY MOUNTAINS,*

Fast Express Trains Daily. New and Elegant Cars, A Perfect Roadbed.

For low rates and any information pertaining to railway travel in general apply to CITY TICKET OFFICE, 173 SUPERIOR STREET, CLEVELAND, O.

D. JAY COLVER, Passenger Agent.
J. D. BROWN, Ticket Agent.
A. J. SMITH, General Passenger Agt.,

**The Nickel Plate!**

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.


Following is the time in effect June 28, 1885, and until further notice:

| EASTWARD. | Arrive. | Depart. |
|---|---|---|
| Buffalo Accommodation | *10 40 A M | *10 45 A M |
| Chicago Accommodation | *9 02 P M | ..... |
| Local Freight | *11 45 A M | *12 15 P M |
| WESTWARD. | Arrive. | Depart. |
| Chicago Accommodation | ..... | *6 45 A M |
| Fostoria Accommodation | *4 46 P M | *4 51 P M |
| Local Freight | *12 20 P M | *12 50 P M |

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager, Cleveland, O.


**WANTED** An active Man or Woman in every county to sell our goods. Salary $75 per month and expenses. Canvassing outfit and particulars FREE. STANDARD SILVER-WARE CO., Boston, Mass.

# The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1 00
Invariably in advance.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, corner of Ohio and Michigan street.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, D CEMBER 24.


## WRECKING COURTESIES.

Occasion was taken some weeks since to refer, in the columns of the MARINE RECORD to the bitter feeling existing between the United States and Canadian marine authorities relative to wrecking operations, and now that the matter has been taken up by the Lake Carriers Association, it is believed that the vexed question will be definitely and favorably settled in a thort time. We are in receipt of the following copy of a letter forwarded by the association to President Cleveland, asking his attention and action:—

BUFFALO, December 10, 1885.

Hon. Grover Cleveland, President, Washington, D. C.:

Dear Sir—The Lake Carriers Association, representing important United States vessel interests on the great lakes, respectfully asks your attention to the following act of Congress, approved June 19, 1878:

"Chap. 324—An act to aid vessels wrecked or disabled in the waters conterminous to the United States and the Dominion of Canada.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that Canadian vessels of all descriptions may render aid or assistance to Canadian or other vessels wrecked or disabled in the waters of the United States contiguous to the Dominion of Canada; provided, that this act shall not take effect until proclamation by the President, declaring that the privilege of aiding American or other vessels wrecked or disabled in Canadian waters contiguous to the United States has been extended by the government of the Dominion of Canada, and declaring this act to be in force; and, provided further, that this act shall cease to be in force from and after the date of proclamation by the President to the effect that said reciprocal privilege has been withdrawn or revoked by the said government of the Dominion of Canada.

"Approved June 19, 1878."

No reciprocal action has been taken by the Canadian government, but on the contrary they prohibit us from aiding, or in any way assisting our own or other vessels wrecked, disabled or grounded in Canadian waters contiguous to the United States.

This prohibition is a source of much hardship to our interts on the great lakes, often causing to our vessels and property great danger and serious delays and expense.

The Lake Carriers' Association respectfully requests that the aforesaid act be brought through the proper official channels, to the attention of the government of the Dominion of Canada, to the end that the said government may take definite action in relation thereto, and that the vessel interests of the United States may receive the relief contemplated by the aforesaid act. Respectfully submitted,

S. D. CALDWELL, President.
FRANCIS ALMY, Secretary.

IT is a lamentable fact that Lake Superior harbors are still without the modern improvements for shelter or safety from storms. In addition to the needs designated in these columns some weeks since of a complete harbor of refuge at Grand Marais and a life saving crew, the Duluth Herald directs attention to the case of the wreck of the schooner Guido Pfister, outside Duluth harbor, which showed the necessity of a life saving crew at Duluth, and cites the fact that Captain A. McDougall is already moving in the matter. Knowing that Superintendent D. P. Dobbins is thoroughly alive to the situation, and that he has the good of the mariner at heart, we have no hesitation in saying that he will immediately forward Captain McDougall's letter to Superintendent S. I. Kimball, with a recommendation that it be done.

## THE ORPHAN BOY.

At the hour of going to press no tidings had been received relative to the fate of the schooner Orphan Boy, Captain Aaron Holliday. The tug Saugatuck has been cruising in search of her more than two weeks, and the tug Owen has left Escanaba on the same mission. It is believed that she is still afloat on the lakes, and as she had not sufficient provisions for such a length of time, it is thought that her crew of eight men must suffer from hunger. The tug Owen, Captain Bartley, will lay her course down the west shore of the Islands at the entrance of Green Bay to Dealers Harbor and back on the east side to Manistique. The Orphan Boy had a cargo of 365,000 feet of lumber consigned to McElwee, Billings & Carney. The missing schooner was reported as lying at anchor at the head of the Beavers during the severe gale of a fortnight since. If that is true she must ere this have arrived at some port, or some member of her crew turned up unless all have perished, which we do not believe. Captain Holliday is married, and his family reside at Scriba. Two of his brothers, George and William, were lost some time since with the schooner Gilbert Mollison. The Orphan Boy, 368 tons, was built at Black River by Jones in 1872, and was owned by the M. L. Co., of Grand River, valued at $5,000.

A MUCH needed aid to navigation is the location of a light and fog whistle on Squaw Island, Lake Michigan, the north or outer island of the Beaver group. It has been said that preparations are making for the placing of a light on Scott's Point, Mich., but that could not be of one-half the value as an aid as one on Squaw Island for obvious reasons, therefore, if two lights can not be established the Squaw Island site should be supplied. Squaw Island is much lower than the Beavers, and does not present itself to the lookout until after the Beavers have been sighted, so on a dark and stormy night it is difficult to locate for vessels bound from Escanaba. Many masters will not attempt the passage of the Beavers, especially in a south or southwest wind, as they must sail in the troughs of the sea, and in making across Lake Michigan are in danger of bringing up on this low island. If a light were established there the north passage could be more generally utilized and much time saved, which would be lost in sailing by the head of the Beavers.

The case in admiralty of the Variety Iron Works Company against the propeller Wm. A. Moore has been dismissed by the libelant. The action was brought to recover $3,469 60 incurred by the propeller by reason of the iron works having furnished her with a new boiler and the labor and material for putting in the boat. The action was dismissed because another suit is now pending in the Court of Common Pleas in this city involving the same claim.

A decree has been rendered in the admiralty court in favor of the claims for seaman's wages against the barge Colonel Brackett, recently sold by the United States Marshal, and an order entered directing that the amounts due the seamen be paid to them out of the proceeds of the sale in the registry of the court. They amount in all to the sum of $82.59.

As this is the 52d number of the MARINE RECORD issued from this office this year, and there being but fifty-two weeks in a well conducted year, there will be no paper sent out next week. We, therefore, call all hands from labor to refreshment until the 7th of January, 1886.

Mr. Noah Shane, an old and respected shipbuilder, died at his residence on McLean street on Sunday at the age of 75 years. The funeral took place on Wednesday. Mr. Shane was born at Seneca Falls, N. Y., in 1809 and in 1844 he came to Cleveland and was for years identified with the shipbuilding interest.

The tug International, of Windsor, Captain Peter Williams, which went to Pelee Island last Thursday with supplies for Mr. Pike, the contractor for dredging the marsh, succeeded in getting within one mile of the shore, where they were met by people of the island with sleighs, who took the supplies ashore. When the tug started back for the river and got as far as North Harbor, she was shoved on the reef by the ice, where she now lies in a perilous condition. The captain and crew, Mr. Pike, and the captain of the Grace Amelia, which is frozen in at Put-in-Bay, arrived at Colchester with small boat in safety, and were driven to Amherstburg, where they will try to get a ferry steamer to go to the tug's assistance.

Renew your subscriptions to the RECORD.

## THE WRECK REPORT.

According to custom of the MARINE RECORD, a very comprehensive list of casualties is laid before the readers this week, and it is as near correct as time and patient following of events during the year can make it. The list specifies almost every point of interest, including either date of disaster or date of adjustment of insurance, rig, name, home port, owner's name, tonnage, when built, where wrecked, nature of disaster, and approximate amount of loss. The report is one that should be preserved for reference, and can be relied upon, in the main.

Involved in the 228 casualties recorded are 10 steamers, 62 propellers, 18 tugs and 138 schooners, barges and scows, a notable cause of disaster compared with other seasons being fire on tugs and small steam propelled boats. Lake Michigan, as usual, presents the largest number of losses, owing principally to the great number of small lumber hookers plying her waters in addition to the immense tonnage trading regularly between Chicago and Buffalo and other ports in the grain trade. The list of total losses involve 77 vessels, including schooner Orphan Boy, and 85 lives.

While the wrecking facilities on the lakes are, perhaps, equal to those to be found in any navigable water, and operations are superintended by men well versed in their calling, the fierceness with which the waves raised by the severe gales of the season, have quickly pounded many stranded vessels to pieces, placed it out of the power of the wreckers to make a release in many cases. Much credit is due to the Gromond and Moffat wrecking lines, the Canfield Wrecking Company, and the Detroit Tug and Transit Company for the promptness with which they have responded to calls for assistance and the effective manner in which it has been rendered. The lack of courtesy in wrecking operations existing between the two countries bounding the lakes on the north and south, and to which reference is made in another column, has been a prolific cause of much loss to shipping during the season.

To all intents and purposes navigation was closed on the 16th Dec., the date that retired the fleet last year, and a notable coincidence is that of the propeller Oconto, which wound up the list of casualties last season by being ice bound in Lake St. Clair and immovable for three days, when she was released by a Detroit ferry steamer at an expense of $200. This season the Oconto closes the list by being ashore and frozen in on Saginaw Bay, and beyond release this winter.

Should congress pay proper attention to the demands of the lakes for improvements in the matter of harbors of refuge and other aids to navigation during the winter, and the recommendations of the engineers pushed speedily forward to completion, the number of casualties entering into our annual wreck report might be materially decreased in ensuing years.

| Date. | Rig. | Name. | Owners. | Home port. | Tons. | When built. | Where wrecked | Nature. | Loss. |
|---|---|---|---|---|---|---|---|---|---|
| Aug. 3.. | S tmr | Mazeppa ..... | ..... | Toronto ..... | ..... | ..... | Toronto..... | Burned ..... | $9,000 |
| Aug. 3.. | S tmr | A. Craig..... | ..... | Pt. Dover. ... | 71 | 1879 | Toronto..... | Burned..... | 7,000 |
| Aug. 3.. | Stmr | Ontario..... | Sheriden..... | Kingston. ..... | 160 | 1881 | Toronto..... | Burned..... | 12,000 |
| Aug. 3.. | Stmr. | Theresa ..... | ---------- | Toronto ..... | ..... | ..... | Toronto.. | Burned..... | 6,000 |
| Aug. 23. | Stmr. | Frances Smith.. | Robertson ..... | Owen Sound. | 640 | 1867 | Georgian Bay... | Ashore..... | 3,000 |
| Aug. 25 | Stmr | Hero..... | Gildersleeve.. | Montreal..... | 159 | 1878 | St. Lawrence.... | Explosion.. | 2,000 |
| Sept. 6.. | Stmr | Island Belle.... | Barker..... | Detroit ..... | 86 | 1877 | Detroit..... | Burned..... | 10,000 |
| May 15.. | Stmr | Cof Milwaukee | D & M Co..... | Milwaukee.... | 1148 | 1880 | Lake Michigan | Collision..... | 7500 |
| June 8.. | Stmr.. | Peerless..... | O N Co..... | Montre l..... | 453 | 1875 | Toronto ..... | Fire..... | 5000 |
| Jan 22.... | Prop.. | F & P M No 1. | F & P R R Co | Saginaw..... | 53. | 1882 | Lake Michigan | Strandad.... | 2600 |
| Mar. 18 | Prop.. | Michigan..... | ----- ---- | G'd. Haven... | 1.180 | 1882 | Lake Michigan | Sunk ..... | 165,000 |
| Mar. 19 | Prop.. | Wisconsin..... | ..... | Grand Haven | 1.183 | 1881 | Midlake ..... | rushed..... | 50,000 |
| April 21 | Prop.. | N. Torrent..... | ..... | Manistee..... | 277 | 1881 | Fox Point..... | Ashore..... | 1,000 |
| May 17. | Prop.. | Leland ..... | E R I Co..... | Kenosha..... | 236 | 1873 | Lake Michigan | Stranded.... | 1000 |
| May 16.. | Prop.. | D W Rust..... | M T Co..... | Milwaukee.... | 660 | 1873 | Lake Michigan | Stranded.... | 7000 |
| May 17. | Prop.. | Roanoke ..... | Bottsford..... | Port Huron... | 706 | 1870 | Lake Michigan | Stranded.... | 5000 |
| Nov. 6.. | Prop. | John Spry. ..... | ..... | Green Bay. . | 92 | 1866 | Green Bay..... | Burned..... | 7,000 |
| May 5.. | Prop | S. J. Macy ..... | P. T. Co..... | Detroit ---- ... | 548 | 1881 | Presque Isle.... | Ashore ..... | 1,00 |
| May 16.. | Prop.. | Anna Laura..... | Cobb.. ..... | Chicago..... | 175 | 1871 | Midlake.. .... | Collision.... | 1,500 |
| May 31. | Prop.. | G. A. Marsh..... | Fitzgerald ..... | Ashtabula..... | 95 | 1879 | Amherstburg... | Fire ..... | 3,100 |
| June 13 | Prop | Buckeye..... | Eldridge..... | Chicago ..... | 352 | 1856 | Michael's Bay | Burned..... | 22,000 |
| June 28 | Prop.. | B. W. Blanch'd | U. S. B. Co... | Buffalo..... | 1.024 | 1870 | Milwaukee..... | Fire ..... | 2,000 |
| July 12 | Prop | Wissahickon.... | U. S. S Co.... | Erie ..... | 1,616 | 1876 | Point Edward.. | Stranded ... | 1,700 |
| July 15. | Prop | Quebec ... ..... | N. W. T. Co.. | Sarnia ..... | 812 | 1874 | Sault River..... | Sunk ..... | 65,000 |
| July 25. | Prop | Isle Royale..... | Cooley..... | Duluth..... | 64 | 1880 | Lake Superior.. | Sunk..... | 17,000 |
| July 28 | Prop.. | Cuba..... | Donaldson.... | Buffalo..... | 1,300 | 1872 | Chicago..... | Fire ..... | 3,400 |
| Aug. 2.. | Prop | C. O. Kelly..... | U. O. T. Co.... | Ottawa..... | 259 | 1875 | Pembroke..... | Burned..... | 8,000 |
| Aug. 9.. | Prop | Abercorn ..... | Leitch ..... | Marine City.. | 260 | 1873 | St. Clair River.. | Collision .... | 1,300 |
| Aug. 17 | Prop. | Jarvis Lord..... | Moore..... | Cleveland..... | 641 | 1872 | Lake Michigan | Sunk..... | 35,500 |
| Sept. 4 | Prop.. | Cleveland..... | Slyfield ..... | St. Clair..... | 286 | 1860 | Midlake..... | Explosion .. | 3,000 |
| Sept. 8.. | Prop.. | Wallula..... | Wilson. ..... | Cleveland..... | 1,416 | 1882 | Midlake..... | Dug car.... | 2,800 |
| Sept. 9.. | Prop | J. S. Fay ..... | Bradley... ... | Cleveland ..... | 1,220 | 1871 | Presque Isle.... | Ashore..... | 3,000 |
| Sept. 12 | Prop.. | Prussia ..... | Graham..... | Pt. Arthur.... | 458 | 1873 | Lake Superior.. | Burned..... | 18,000 |
| Sept. 20 | Prop.. | City of Rome... | Smith & Davis | Buffalo ..... | 1.694 | 1881 | Duluth ..... | Fire ..... | 2,000 |
| Oct. 5.... | Prop.. | R. G. Ingersoll | Fay..... | Waukegan..... | 69 | 1881 | Lake Michigan | Burned..... | 11,000 |
| Oct. 12.. | Prop.. | J. H. Farwell... | D. D. D. Co... | Detroit ..... | 997 | 1881 | Fighting Island | Stranded ... | 1,800 |
| Oct. 13. | Prop | F. W. Palmer.. | Wigle..... | Detroit ..... | 1,069 | 1880 | Surveyors Reef | Ashore..... | 6,500 |
| Oct. 19. | Prop | C. N Pratt .... | U. S. B. Co... | ..... | ..... | ..... | Crawford ..... | Fire ..... | 3,500 |
| Oct. 20.. | Prop.. | Staruca..... | L. V. T. Co... | Buffalo.. ..... | 1,313 | 1874 | Midlake..... | Disabled ... | 2,000 |
| Oct 28... | Prop.. | Indian ..... | Fraser..... | Montreal..... | 373 | 1853 | Toronto..... | Fire..... | 700 |
| Oct 19... | Prop.. | California..... | Craugle..... | Montreal..... | 586 | 1873 | Colberne ..... | Gale..... | 1000 |
| Oct. 20.. | Prop.. | Tacoma..... | ..... | Buffalo ..... | 879 | 1881 | Midlake..... | Disabled ... | 2,500 |
| Oct. 31.. | Prop . | W. T. Graves... | ..... | Toledo.. ..... | 1,078 | 1867 | Manitou..... | Ashore ..... | 70,000 |
| Nov.6.. | Prop. | K. M. Forbes... | ..... | Port Huron... | 775 | 1883 | Apostle Island | Ashore .... | 15,000 |
| Nov. 7.. | Prop | Algoma..... | ..... | Montreal..... | 1,440 | 1883 | Isle Royal. ..... | Ashore ..... | 300,000 |
| July 23 | Prop.. | H E Packer..... | L V T Co..... | Buffalo ..... | 1142 | 1882 | Lake Erie..... | Stranded.... | 250 |
| Sept 6.. | Prop.. | Starrucca..... | U S B Co..... | Buffalo ..... | 1313 | 1874 | Midlake ..... | Disabled.... | 3000 |
| May 20 | Prop.. | Egyptian ..... | Winslow..... | Cleveland..... | 1206 | 1873 | Lake Su. erior.. | Ashore ..... | 1800 |
| May 25 | Prop.. | Niagara ..... | Matthews..... | Detroit ..... | 509 | 1875 | Lake Superior.. | Disabled.... | 7000 |
| July 29.. | Prop.. | Minneapolis.... | Peck..... | Cleveland..... | 1072 | 1873 | Lake Superior.. | Ashore..... | 1200 |
| July 31. | Prop.. | W. A. Haskell | D D D Co..... | Detroit ..... | 1441 | 1884 | Lake Superior.. | Disabled.... | 350 |
| Aug 20.. | Prop.. | Smith Moore... | Moore..... | Cleveland..... | 1000 | 1880 | Parisian Island | Ashore..... | 600 |
| Aug 25.. | Prop.. | Smith Moore... | Moore..... | Cleveland. .... | 1000 | 1880 | Sault ..... | Ashore ..... | 500 |
| Oct 28... | Prop.. | L. P. Trempe... | Trempe..... | Sault..... | 100 | 1881 | Lake Huron..... | Sunk..... | 2000 |
| Aug 6.... | Prop.. | H.D.Coffinb'rry | Smith&Davis | Buffalo.... ..... | 734 | 1874 | Lake Huron..... | Disabled ... | 12000 |
| Sept 15.. | Prop.. | Rhoda Emily... | I O T Co..... | Detroit --- ... | 416 | 1884 | Lake Huron..... | Stranded ... | 1300 |
| June 23.. | Prop.. | S C Perrett.... | M & B L Co.. | Racine..... | 347 | 1881 | Lake Michigan | Collision.... | 120 |
| June 22 | Prop.. | J R Whiting..S | pencer..... | Chicago..... | 426 | 1875 | Lake Michigan | Stranded.... | 4000 |
| June 17 | Prop.. | Quebec..... | N W T Co..... | Sarnia..... | 802 | 1874 | Sault..... | Sunk..... | 18000 |
| July 9.. | Prop.. | T Kingsford... | Pauly..... | Milwaukee.... | 185 | 1880 | Lake Michigan | Stranded.... | 1500 |
| July 10 | Prop.. | H D Coffinberry | Smith&Davis | Buffalo ..... | 734 | 1874 | Lake Michigan | Disabled.... | 1250 |
| Aug 9.... | Prop.. | M Groh ..... | Martin. ..... | Chicago..... | 290 | 1864 | Lake Michigan | Disabled.... | 600 |
| Sept 1... | Prop.. | Portage..... | U S B Co ..... | Buffalo ..... | 1618 | 1875 | Lake Michigan | Collision.... | 4800 |
| Oct 14... | Prop.. | T W Palmer ... | D D D Co ..... | Detroit ..... | 1069 | 1880 | Lake Michigan | Stranded.... | 3000 |
| Oct 12... | Prop.. | J H Farwell.... | Adams..... | Detroit..... | 997 | 1881 | Lake Michigan | Stranded.... | 3100 |
| Nov 6.... | Prop.. | K M Forbes.... | Forbes..... | Toledo..... | 7751 | 883 | Lake Michigan | Ashore..... | 6300 |
| Dec 12.. | Prop.. | Oconto..... | Calwell..... | Port Huron... | 350 | 1872 | S. Bay..... | Ashore..... | 10000 |
| Dec 11.. | Prop.. | J. C. Liken.... | Liken..... | Bay City..... | 78 | 1873 | Sebewaing.. ..... | Ashore..... | 1000 |
| Nov 9.... | Prop.. | Norma..... | ..... ..... | Sandusky..... | 103 | 1881 | Sandusky..... | Fire..... | 4000 |
| Dec 10.. | Prop.. | H. B. Perene.... | Perene..... | S. Haven..... | 98 | 1881 | Midlake..... | Gale..... | 1000 |
| Dec 10 | P rop.. | M. Marshall.... | ..... | Manistee ..... | 365 | 1873 | Midlake..... | Gale..... | 100 |
| May 10.. | Tug'.. | Cora Sheldon.. | ..... | ..... | ..... | ..... | Houghton..... | Fire ..... | 2,500 |
| April 25 | Tug... | M. Warren..... | ..... | Charlevoix... | 11 | 1876 | Charlevoix..... | Fire..... | 900 |
| May 16.. | Tug ... | Carrington .... | ..... | Toledo.. ..... | 64 | 1875 | Baraga..... | Fire. ..... | 6,000 |
| May 30.. | Tug .. | Kate Moffat ... | ..... | Detroit,..... | 214 | 1864 | Presque Isle.... | Burned .... | 7,500 |
| June 19 | Tug .. | Amer'n. Eagle. | ..... | Chicago ..... | 46 | 1865 | Cleveland.. ..... | Burned ..... | 4,000 |
| July 8... | Tug.. | E. L. Anthony. | ..... | Chicago..... | 14 | 1869 | Chicago..... | Burned ..... | 2,000 |
| Sept. 9.. | Tug... | Bob Hacket..... | ..... ... | Windsor..... | 162 | 1869 | Amherstburg... | Sunk ..... | 1,200 |
| Oct. 28.. | Tug | Stranger..... | ..... | Detroit ..... | 76 | 1853 | Trenton. ..... | Burned. .... | 1,500 |
| Oct. 28.. | Tug. | T. Quayle..... | ..... | Cleveland.. ... | 151 | 1867 | Ontonagon ..... | Burned. .... | 12,000 |
| Nov. 1.. | Tug | Frank Moffatt.. | ..... | Port Huron... | 129 | 1869 | Sombra..... | Explosion.. | 7,000 |
| Nov. 3.. | Tug | A. W. Hunter.. | ..... | Mu kegon.... | 25 | 1871 | Muskegon..... | Fire.. ..... | 1,500 |
| Dec. 1.... | Tug | St. Mary..... | ..... | Frankfort. ... | 40 | 1872 | Glen Haven.... | Burned. .... | 8,000 |
| Nov 4.... | Tug... | Satisfaction.... | U O T Co..... | Chicago..... | 51 | 1872 | Lake Michigan | Fire..... | 1200 |
| Nov 9.... | Tug... | Pendell ..... | Kitchen.. ... . | Cheboygan.... | 20 | 1879 | Lake Michigan | Fire.. ... | 5000 |
| Dec 1.... | Tug.... | St. Mary..... | Banks.. ..... | Frankfort..... | 36 | 1882 | Glen Haven..... | Fire..... | 3000 |
| Dec 1.... | Tug.... | Resolute..... | Ruhel..... | Detroit .. ..... | 22 | 1872 | Green Bay..... | Fire..... | 2,500 |
| Dec 7.... | Tug.... | Wheeler..... | Littlejohn.. ... | Oswego ..... | 32 | 1865 | Oswego ..... | Fire..... | 1500 |
| Apr 16.. | Schr.. | Constitution.... | Kerr..... | Cleveland..... | 422 | 1861 | Lake Michigan | Collision .... | 900 |
| May 13. | Schr.. | Saveland..... | Saveland..... | Milwaukee.... | 645 | 1873 | Lake Michigan | Collision.... | 1,000 |
| May 17. | Schr.. | G G Houghto. | Brigham..... | Milwaukee.... | 323 | 1869 | Lake Michigan | Stranded.... | 1700 |
| May 20.. | Schr.... | Gen F Sigel.... | Russell..... | Cleveland..... | 319 | 1862 | Lake Ontario... | Stranded.... | 1,100 |
| May 7.... | Schr.. | Wanectee..... | King..... | St. Joseph.... | 116 | 184 | South Haven... | Sunk..... | 4,000 |
| May 17.. | Schr.. | Moselle..... | Miller ..... | Chicago..... | 245 | 1855 | North Bay..... | Ashore..... | 1,000 |
| May 18.. | Schr.. | City of Toledo.. | M. L. Co. ..... | Manistee..... | 245 | 1865 | Midlake..... | Collision .... | 200 |
| June 13 | Schr | Reed Case..... | Magill..... | Chicago..... | 330 | 1859 | Duck Island.... | Ashore ..... | 3,500 |
| June 13 | Schr. | Westchester.... | ornell ..... | Milwaukee... | 153 | 1847 | Plum Island.... | Ashore..... | 2,000 |
| June 13 | Schr. | Grant..... | Johnson..... | Pt. Burwell... | 173 | 1867 | Lake Ontario... | Sunk ..... | 1,500 |
| June 20 | Schr.. | S. V. R. Watson | Cramer ..... | Buffalo ..... | 491 | 1862 | Huron Reef..... | Ashore..... | 2,000 |
| June 20 | Schr.. | B. Calkins..... | Goodman ..... | Chicago..... | 243 | 1871 | Midlake ..... | Collision.... | 4,000 |
| June 21 | Schr. | J. G. Masten... | Pereu. ..... | Port Huron.. | 620 | 1857 | Fox Island .... | Ashore..... | 2,500 |
| June 25 | Schr | Mont Blanc..... | Merrick..... | Detroit ..... | 288 | 1867 | Lake St. Clair. | Sunk ..... | 10,000 |
| July 7... | Schr. | Clyde..... | Norris..... | St. Catherines | 380 | 1864 | Mohawk Island | Ashore .... | 3,000 |
| July 4... | Schr.. | Willie Keller... | Martin..... | Oswego ..... | 236 | 1871 | Port Colborne.. | Sunk ..... | 1,000 |
| July 9.. | Schr.. | S. J. Tilden ..... | Bradley..... | Cleveland.. ... | 582 | 1869 | Beaver Island.. | Sunk ..... | 12,000 |
| July 15. | Stmr. | Lansdowne..... | ..... | Detroit ..... | ..... | ..... | Detroit ..... | Collision .... | 3,000 |
| July 17 | Schr. | Cathanche..... | Quence..... | Oswego..... | 322 | 1867 | Manitou..... | Ashore..... | 3,000 |
| July 20 | Schr.. | R. Halloran..... | Halloran..... | Toledo ..... | 669 | 1880 | Spider Island... | Ashore..... | 5,000 |
| Aug. 2.. | Schr | Havana ..... | Gilchrist..... | Vermillion ... | 306 | 1871 | Forrester ..... | Ashore ..... | 5,700 |
| Aug. 3.. | Schr | Camden ..... | D. D. D. Co... | Cleveland .... | 694 | 1872 | Midlake ..... | Dismasted .. | 10,500 |
| Aug. 2.. | Schr. | Jamaica..... | Wheaton ..... | Oswego..... | 318 | 1867 | Glencoe..... | Ashore..... | 8,000 |
| Aug. 2.. | Schr | Elgin..... | Atchinson..... | Goderich..... | 290 | 1874 | Racine ..... | Ashore ..... | 1,100 |
| Aug. 2.. | Schr | H. G Clevel'd | Winer..... | Clevelan d.... | 264 | 1867 | Midlake..... | Leak..... | 500 |
| Aug. 3.. | Schr. | A. Mulvey ..... | ..... | Toronto..... | 309 | 1867 | Toronto.. ..... | Burned..... | 3,000 |
| Aug. 3.. | Schr.. | Maple Leaf..... | Goldring ..... | Toronto..... | 58 | 1880 | Toronto.. ..... | Burned..... | 1,000 |
| Aug 3.... | Schr. | Mary Ann..... | Sharihan. ..... | Toronto.. ..... | 47 | 1857 | Toronto..... | Fire ..... | 2,500 |
| Aug. 14 | Stmr | City of Milw'e | D. & M. R. R. | Gr'd Haven.. | 1,148 | 1880 | Midlake..... | Disabled .. | 2,500 |
| Aug. 17 | Schr | J. Bean, Jr.... | Dall.. ..... | Chicago..... | 156 | 1867 | Muskegon ..... | Sunk ..... | 1,000 |
| Aug. 18 | Schr | Lottie May..... | Brogerlees..... | Racine ..... | 29 | 1875 | Hedgehog Hbr. | Ashore ..... | 1,100 |
| Aug. 18 | Schr | Oriental ..... | Lewis..... | Kingston ..... | 375 | 1866 | Georgian Bay... | Watering .. | 1,500 |
| Aug. 18 | Schr | Fame..... | Chamberlain. | Detroit ..... | 281 | 1853 | Sand Beach ..... | Watering .. | 3,000 |
| Aug. 20 | Schr.. | F. M. Knapp... | Llesk ..... | Milwaukee ... | 365 | 1867 | Midlake..... | Dism'batled | 1,500 |
| Aug. 21 | Schr.. | E. Vesta..... | Stanton..... | Erie ..... | 144 | 1877 | Tyrconnell.... | Sunk ..... | 10,000 |
| Aug. 21 | Schr.. | Lily Hamilton.. | Sutherland .... | Pt. Burwell... | 370 | 1874 | Lake Michigan | Sunk ..... | 1,100 |
| Aug. 23 | Schr | H. M. Scove ... | Stamm..... | Milwaukee ... | 305 | 1873 | Milwaukee .... | Ashore..... | 2,500 |
| Aug. 24 | Schr.. | Planet..... | Jacobson .... | Chicago..... | 151 | 1855 | Lake Michigan | Capsized .. | 1,500 |
| Aug. 30 | Schr.. | Sweepstakes.... | Alder ..... | Hamilton ..... | 332 | 1867 | Geo. Bay ..... | Sunk ..... | 2,000 |
| Sept. 8.. | Schr. | Raven..... | ..... | Menominee.. | ..... | ..... | Menominee..... | Ashore..... | 2,500 |
| Sept. 8.. | Schr.. | N. Church ..... | Rice ..... | Sheboygan.... | 117 | 1868 | Two Rivers ..... | Ashore..... | 2,500 |

| Date. | Rig. | Name. | Owner. | Home Port | Tons. | When Built. | Where wrecked | Nature. | Loss. |
|---|---|---|---|---|---|---|---|---|---|
| Sept. 8.. | Schr.. | Erie Wave.... | Emery..... | Pt. Burwell.. | 263 | 1882 | Lake Erie..... | Capsized.... | *4,000 |
| Sept. 8.. | Schr.. | Advance..... | Dall..... | Chicago..... | 179 | 1853 | Lake Michigan | Capsized.... | *3,000 |
| Sept. 8.. | Schr.. | Milton..... | Mathalson.... | Milwaukee.... | 138 | 1868 | Two Rivers..... | Ashore..... | *2 000 |
| Sept. 8.. | Schr | Geo. Sherman. | ..... | Cleveland..... | 323 | 1862 | Simon's Reef.. | Ashore..... | 3,600 |
| Sep. 8.. | Smr | May Graham.. | Graham..... | St. Joseph..... | .... | .... | St. Joseph..... | Sunk ..... | 1,500 |
| Sep. 8.. | Schr | Geo. M. Case.. | Conger..... | Oswego..... | 361 | 1874 | Midlake..... | Dism'tld.... | 5,500 |
| Sept. 9.. | Schr.. | American..... | Putnam..... | Clayton..... | 288 | 1870 | Midlake..... | D. cargo.... | 1,100 |
| Sept. 9.. | Schr | J. Bentley.... | Parsons..... | Toronto ..... | 518 | 1872 | Sand Beach..... | Waterlog ... | 1.500 |
| Sept. 9.. | Schr.. | Cecelia..... | Long..... | Chicago..... | 175 | 1868 | Jacksonport.... | Ashore..... | *4,000 |
| Sept. 9.. | Schr.. | Floretta..... | aylor..... | Chicago..... | 320 | 1867 | Lake Michigan | Sunk..... | *12.000 |
| Sept. 18 | Schr.. | R. J. Skidmore | Pauly..... | Milwaukee.... | 107 | 1856 | Leland..... | Ashore..... | *1,500 |
| Sept. 20 | Schr.. | Belle..... | Matthews..... | Racine..... | 118 | 1856 | Bailey's Harb'r | Ashore..... | *2.000 |
| Sep 21.. | Schr | Mary Hattie.. | Wilson..... | Bay City..... | 165 | 1868 | Petoskey..... | Sunk ..... | 1,200 |
| Sept. 25 | Schr.. | Favorite ..... | Mitchell.. ..... | Bay City..... | 451 | 1863 | Bayfield..... | Sunk..... | 4,000 |
| Sept. 20 | Schr.. | Sandusky..... | Bradley..... | Cleveland..... | 541 | 1873 | Sault..... | Ashore..... | 3 000 |
| Sept. 22 | Schr.. | Onward..... | Jones..... | Milwaukee.... | 238 | 1855 | Gill's Pier..... | Ashore..... | 3.000 |
| Sept. 22 | Schr | Pensaukee..... | Dunham..... | Chicago..... | 555 | 1867 | Sand Beach..... | Ashore ..... | 6,000 |
| Sept. 22 | Schr.. | Antelope ..... | Muir..... | St.Catherines | 377 | 1872 | Pt. Dalhousie.. | Fire ..... | 1,800 |
| Sept. 23 | Schr.. | John R. Noyes. | Mitchell..... | Oswego ..... | 334 | 1872 | Charlotte..... | Ashore..... | 2 000 |
| Sept. 30 | Schr.. | F. Wheeler..... | Forbes..... | Port Huron... | 775 | 1884 | Lake Superior.. | Sunk.... ..... | *45,000 |
| Oct. 4... | Schr.. | A. Tomine..... | Misner..... | Chicago..... | 127 | 1867 | Muskegon..... | Capsized..... | *2,000 |
| Oct. 4... | Schr.. | H. L. Johnson.. | Hall..... | Ogdensburg... | 226 | 1872 | Oswego ..... | Ashore..... | *4,500 |
| Oct. 4... | Schr.. | Tuscarora..... | Hall..... | Ogdensburg... | 505 | 1871 | Oswego ..... | Ashore..... | *5,000 |
| Oct. 6.. | Schr | Gazelle..... | Cornelius..... | Montreal ..... | 96 | ..... | Lake Ontario... | Sunk..... | *1,500 |
| Oct. 8.. | Schr | Stafford ..... | Stimson..... | Muskegon .... | 199 | 1868 | White Lake.... | Sunk ..... | 1,300 |
| Oct. 10 | Schr | Constitution.... | Kerr..... | Cleveland ..... | 422 | 1861 | Midlake..... | Collision.... | 1,200 |
| Oct. 10.. | Schr | Guido Pfister... | Smith & Davis | Buffalo..... | 661 | 1873 | Duluth..... | Ashore ..... | *31,000 |
| Oct. 11.. | Schr | S. G. Andrews.. | Zimmans..... | Chicago..... | 197 | 1856 | Port Scott..... | Ashore ..... | *2,500 |
| Oct. 12.. | Schr | Adventure..... | ..... | Montreal ..... | ..... | ..... | St. Lawrence... | Sunk..... | *7.000 |
| Oct. 15.. | Schr | Ogarita ..... | M. N. Co.. .... | Detroit ..... | 604 | 1864 | Surveyors Reef | Ashore ..... | 3,500 |
| Oct. 13.. | Schr. | P. M. Rogers... | Burnham ..... | Cape Vincent | 328 | 1870 | Midlake..... | D. cargo.... | 1.000 |
| Oct. 16.. | Schr. | David Dows.... | Carrington ... | Toledo..... | 1347 | 1881 | Limekilns ..... | Stranded ... | 2 500 |
| Oct. 19.. | Schr | White Oak..... | ..... | Chicago..... | 151 | 1867 | Sheboygan..... | Ashore ..... | *2,500 |
| Oct. 19.. | Schr | Japan..... .... | Gunderson. ... | Chicago..... | 191 | 1854 | Hedgehog H'br | Ashore ..... | *4,500 |
| Oct. 19.. | Schr | J. C. Harrison.. | Bradley..... | Cleveland.. ... | 518 | 1870 | Oscoda ..... | Ashore ..... | *20.000 |
| Oct. 20 | Schr | S. P. Wilson... | Campbell..... | Mich. City..... | 141 | 1873 | Grand Haven... | Ashore ..... | *3,000 |
| Oct. 20.. | Schr.. | C. H. Burton... | Dimmick ..... | Buffalo ..... | 489 | 1867 | Midlake..... | Dismantled | 3,800 |
| Oct. 21.. | Schr.. | H. M. Scove.... | Stamm..... | Milwaukee.... | 305 | 1873 | Midlake..... | Collision... | 2,200 |
| Oct. 29.. | Schr | Sea Star..... | Fellows..... | Chicago..... | 95 | 1855 | Chicago..... | Collision... | 1,000 |
| Oct. 29.. | Schr | Geo. B. Sloan... | Martin..... | Oswego ..... | 288 | 1873 | Oswego..... | Ashore ..... | *9,000 |
| Oct. 29.. | Schr.. | Ida Walker..... | Allen..... .... | Sarnia..... | 217 | 18?7 | Ameliasburg.... | Sunk ..... | 2,000 |
| Oct. 29.. | Schr.. | H. Butler ..... | Rooney..... | Coburg ..... | 134 | 1866 | South Bay..... | Ashore ..... | 2,000 |
| Oct. 29.. | Schr.. | Jura..... | Chases..... | St.Catherines | 98 | 1883 | Duck Island.... | Ashore ..... | 3,000 |
| Oct. 31.. | Schr | G. W. Adams... | Carrington.... | Toledo..... | 1,371 | 1875 | Manitou..... | Ashore..... | 7,000 |
| Nov. 19 | Schr | J. Kelderhou'e | Gardner..... | Chicago..... | 500 | 1867 | Chicago..... | Collision.... | 2,000 |
| Nov. 13. | Schr | Higgie ..... | Ayer..... .... | Chicago..... | 419 | 1872 | Georgian Bay... | Sunk ..... | 4.000 |
| Nov. 7.. | Schr | R. B. King ..... | Dunham..... | Chicago..... | 82 | 1863 | Muskegon..... | Sunk ..... | *2,000 |
| Nov. 2.. | Schr | Addie | Eldridge.. | Eldridge..... | Benton H'rb. | 30 | 1872 | South Haven... | Sunk..... | *1,500 |
| Nov 23.. | Schr.. | Philo Bennett.. | Eccles..... | Port Huron.. | 115 | 1869 | St Lawrence.... | Ashore ..... | 8000 |
| June 10 | Schr.. | Lafrinier..... | Becker ..... | Cleveland .... | 416 | 1862 | Midlake..... | Gale..... | 310 |
| Sept 3.... | Schr.. | Jane McLeod.. | Dancey..... | Godrich..... | 224 | 1868 | Midlake..... | Dismasted... | 8500 |
| Nov 2.. | Schr.. | Gauger..... | Oades..... | Detroit ..... | 330 | 1874 | Midlake..... | Gale ..... | 11400 |
| Nov 25 | Schr.. | Island Maid.... | Freney..... | Toronto..... | 181 | 1875 | Lake Erie..... | Capsized.... | *3000 |
| June 27 | Schr.. | St Lawrence.... | Doveill ..... | Cleveland..... | 281 | 1863 | North Passage.. | Ashore..... | 730 |
| Aug 28 | Schr.. | J S Richard .... | Duffy..... | Cleveland..... | 311 | 1869 | Black River.... | Leak..... | 1175 |
| May 12 | Bt..... | G R Barnard... | Barnard..... | Buffalo ..... | 120 | —— | Midlake ..... | Collision.... | 8500 |
| June 26 | Schr.. | J J Hill..... | Peterson..... | Cleveland..... | 231 | 1862 | Fairport..... | Foundered.. | *3900 |
| Sept 20.. | Schr.. | E C Hutchinson | Hutchinson... | Cleveland..... | 736 | 1873 | Sault ..... | Ashore ..... | 1140 |
| Nov 20.. | Schr.. | Rich'd Winslow | Winslow..... | Cleveland..... | 885 | 1871 | Midlake..... | Leak..... | 1000 |
| Oct 13... | Schr.. | selkirk ..... | Smith..... | Cleveland..... | 296 | 1862 | Saginaw Bay... | Gale..... | 1600 |
| Nov 1.... | Schr.. | Alva Bradley... | Bradley..... | Cleveland..... | 647 | 1870 | Lake Huron..... | Collision.... | 4200 |
| Aug 5.. | Schr.. | Pathfinder..... | Pauly..... | Milwaukee.... | 635 | 1869 | Lake Huron..... | Disabled..... | 1000 |
| June 13. | Schr.. | R P Nichols.... | Cleveland..... | Chicago..... | 239 | 1861 | Lake Michigan | Collision..... | 700 |
| July 8... | Schr.. | Reed Case..... | Magill..... | Chicago..... | 325 | 1869 | Lake Michigan | Stranded.... | 3900 |
| June 8... | Schr.. | Clara..... | Johnson..... | Chicago..... | 233 | 1880 | Lake Michigan | Leak..... | 4000 |
| June 22 | Schr.. | S V R Watson | Cramer ..... | Buffalo ..... | 491 | 1862 | Lake Michigan | Stranded.... | 5000 |
| July 1.. | Schr.. | G Ellen..... | Johnson ..... | Chicago..... | 85 | 1854 | Lake Michigan | Collision.... | 900 |
| Sept 9... | Schr.. | Emma..... | Jacobson..... | Chicago..... | 75 | 1871 | Lake Michigan | Stranded.... | *1500 |
| Sept 14. | Schr.. | Little Willie... | ..... | Chicago..... | 27 | 1865 | Lake Michigan | Foundered.. | *1200 |
| Sept 23.. | Schr.. | Pensaukee ..... | Dunham ..... | Chicago..... | 555 | 1867 | Lake Michigan | Stranded.... | 8000 |
| Oct 12... | Schr.. | Delaware ..... | Murphy..... | Cleveland..... | 529 | 1867 | Lake Michiga | Collision.... | 3050 |
| Oct 6.... | Schr.. | Stafford..... | Stimson..... | Muskegon..... | 199 | 1868 | Lake Michigan | Collision.... | 1400 |
| Nov 10.. | Schr.. | R B King..... | Dunham..... | Chicago..... | 82 | 1863 | Lake Michigan | Stranded.... | 1500 |
| Nov 7.... | Schr.. | Addie Eldridge | Eldridge..... | Benton Harb | .. | ..... | Lake Michigan | Foundered.. | 2200 |
| Dec 1.... | Schr.. | Higgie..... | Ayer..... | Chicago..... | 419 | 1872 | Green Bay..... | Sunk..... | 2000 |
| Dec 10.. | Schr.. | J. B. Merrill ... | Skeels..... | Chicago..... | 200 | 1872 | Midlake..... | Foundered. | 7000 |
| Dec 9.... | Schr.. | A. G. Ryan..... | Allan..... | Kingston ..... | 151 | 1854 | Oak Point..... | Ashore..... | 3000 |
| Dec 10.. | Schr.. | Bolivia..... | Wheeler..... | Oswego ..... | 353 | 1874 | Knaps Polut.... | Sunk..... | 7000 |
| Dec 11.. | Schr.. | A. C. Maxwell.. | Johnson..... | Cleveland..... | 469 | 1870 | Goderich..... | Ashore..... | *14000 |
| Apr 21... | Barge | Menekaune.... | M R L Co.... | Chicago..... | 558 | 1873 | Lake Michigan | Collisson.... | 1600 |
| April 21 | Bge... | Mantenee..... | ..... | Green Bay.... | 626 | 1873 | Chicago..... | Collision.... | 1,000 |
| Apr. 8... | Bge .. | Allen..... | Allen..... | Port Huron... | 358 | 1855 | Port Huron..... | Sunk ..... | *3,500 |
| May 7... | Brge | W. L. Peck .... | Bennett..... | Saginaw ..... | 361 | 1873 | Sand Beach..... | Sunk ..... | 2,000 |
| May 8... | Brge | C. M. Johnson.. | Palmer & Ben | Buffalo ..... | 288 | 1856 | Tawas .... ..... | Ashore ..... | 1,000 |
| May 16.. | Bge... | L. C. Butts..... | M. T. Co..... | Milwaukee.... | 769 | 1872 | Beaver Island.. | Ashore..... | 9,000 |
| July 4... | Bge... | Antelope..... | McGraw..... | Bay City..... | 915 | 1861 | Saginaw..... | Burned..... | *10, 000 |
| Aug. 24. | Brge | Iosco ..... | Felsher..... | E. Saginaw... | 230 | 1873 | Tawas ..... | Burned. ... | 3, 500 |
| Sept. 8.. | Bge... | Cycion ..... | Hamilton..... | Buffalo.... ... | 428 | 1857 | Alabaster..... | Asbore..... | †23,000 |
| Sept. 9.. | Bge... | Susan Ward.... | O. L. Co..... | Detroit ..... | 239 | 1862 | Oscoda..... | Sunk..... | 3,000 |
| Sept. 9.. | Brge | Keepsake ..... | O. L. Co..... | Detroit ..... | 470 | 1869 | Oscoda..... | Sunk ..... | 2,000 |
| Sept. 9.. | Brge | Wyandotte ..... | B. C. C. Y. Co. | Detroit ..... | 324 | 1856 | Oscoda..... | Sunk ..... | 1,500 |
| Nov. 6.. | Bge | Joseph..... | Kenney..... | Port Huron.. | 292 | 1867 | Caseville..... | Ashore ..... | *3,500 |
| June 9.. | Bge... | Williams ..... | Williams..... | Kingston..... | 314 | —— | Lake Ontario.. | Sunk ..... | 9900 |
| Oct 1 | Bge... | C G King..... | Green..... | Cleveland..... | 434 | 1870 | Off Cleveland... | Leak..... | 900 |
| May 10 | Bge.... | S P Ely..... | Russell ..... | Cleveland..... | 627 | 1869 | Lake Erie..... | Stranded.... | 3500 |
| Nov 1... | Barge | Magnetic..... | Republic I Co | Marquette.... | 1592 | 1882 | Lake Huron .... | Collision. .. | 2900 |
| Sept 15. | Barge | Keepsake..... | O L Co..... | Oscoda..... | 345 | 1864 | Lake Huron..... | Foundered. | *6000 |
| Aug 26.. | Scow.. | N O Name..... | Spear..... | Sturgeon Bay | ..... | 1880 | Lake Michigan | Stranded.... | *9000 |

†Total loss.

[*Around the Lakes Continued from 1st Page.*]

MT. CLEMENS.

*Special to the Marine Record.*

The new steam barge being built by the Tonawanda barge line at Capt. William Dulack's shipyard will be 182 feet keel, 33 feet beam, 12 feet depth of hold, and 194 feet over all. She will ply between Manistique and Tonawanda in the lumber trade. Her carrying capacity will be about 700,000 feet of lumber. She will be ready for business August 1. The keel is laid and ten frames are up. She is built by Mr. Steward, of Port Huron. The engine and boiler was bought of a Toledo firm, and were formerly in the tug Vulcan, burned off Fairport two years ago, and cost $3,500. They will perhaps get a new steel boiler and not put the old one in. G. L.

SANDUSKY.

*Special to the Marine Record.*

The tug Amadeus towed the barge Pacific to Cleveland on the 16th.

The tug Annie Robinson went to Kelley's Island on the 17th inst. to pull up stakes and set gill nets.

The scows Venus, Morning Lark, and Dawn are in winter quarters at Kelley's Island.

The log of the steamer Louise, Captain Dwelle, shows that that staunch little boat ran 14,359 miles during the season of 1885.

On Tuesday afternoon Mr. Charles N. Fisher, engineer of the tug Myrtle, was married to Jennie V. Perry, daughter of Captain W. P. Wheeler, of the same craft, at the home of the bride's father on Madison street, this city. On the afternoon of the following day, Mr. Wm. J. Finny, steward of the steamer Alaska, of Detroit, Michigan, and Miss Fannie, daughter of Mr. William Blanton, of Huron avenue, this city, were united in marriage at the residence of Mrs. Clarissa Gilson, mother of the second engineer of the steamer Jay Cooke.

The Portland Boiler Company are about to build a steel marine boiler 78 inches diameter by 14 feet long, to carry 120 pounds of steam.

The steamer American Eagle will be placed in ordinary in the early part of next month, for the purpose of receiving minor repairs. She will go into commission again as soon as this is done. F. K.

TOLEDO.

*Special to the Marine Record.*

Dredge Champion is at Gilmore drydock where she expects to be rebuilt this winter.

Tug A. W. Colton left here yesterday morning at 7 a. m., for Lake Erie, to bring in steambarge Keystone and consort J. G. Masten, lumber laden, and arrived back here at 2 p. m., with barges in tow. They also had the tug Allie May with them, helping them over from Malden. The Colton got $500 for breaking the ice from Toledo to Lake Erie and helping the barges in.

Schooner A. P. Grover is lying in Swan creek where she is doing considerable carpenter work, such as new decks, rail, stanchions, etc.

Captain Chamberlain, of tug Colton, reports the ice from the cribs to Turtle island very heavy, from eight to ten inches in thickness.

Tug Allie May which was helping the Keystone and Masten from Malden to Toledo, started to return to Detroit last night. When she got below the Wheeling bridge her pump gave out, and she returned to this port where she will probably winter J.

FRANKFORT.

*Special to the Marine Record.*

Steambarge George Burnham, Captain Dan Mabee, left for Milwaukee Wednesday morning, being the last "outside" departure. She had lain, weatherbound, in our harbor over a week.

Point Betsy light is closed down. This is rather early to shut such an important light station, and especially at this time when the foot of the lake is full of belated sailing vessels. Only two days ago three sail vessels were seen north of the Point, one being the Cascade, wood laden from Sutton's Bay to Chicago. The other is thought to be the missing Orphan Boy.

Keeper Vorce's Frankfort pier head light still sends its friendly glare over the waters, a beacon to any craft that may be driven here.

Tug Hannah Sullivan, of the fish fleet, left on the 17th for her home port, St. Joseph.

Steamer I. M. Weston has been withdrawn from the lake shore route and is in winter quarters at Muskegon.

The George D. Sanford, Captain William Robertson, is still making trips between here and Manistee.

South Manitou and Cathead lights were burning at last reports. BURMEISTER.

## *WINTER MOORING.*

As far as advices will permit, the winter quarters of the fleet of lake vessels are presented to the readers this week. The list is a long one and represents millions of dollars worth of property, and includes about 1,500 of the 3,380 American lake vessels, which number shows a tonnage of 783,070 tons. The importance of the lake traffic to the prosperity of the country is well defined by these figures and is worthy of more recognition by congress in the action it must take on matters of improvement this winter. But as it is known that this great interest is usually ignored by the average congressman, the representatives from the lake districts should go up to congress, primed with facts and figures, and directed by their constituents to work with might to the end that all the requirements for the betterment of the country by necessary improvements of rivers and harbors on the lakes, and for the prosperity of the denizens of the lake regions, shall be carried to an issue. Commissioner Jarvis Patton, in his report for the fiscal year ended June 30, is pleased to mention the coasting fleet of the lakes and western rivers in a very gratifying way, and shows that it compares favorably with even the coasting fleet of England in point of number, tonnage and construction. The lake fleet is the backbone of the merchant marine of the United States.

CLEVELAND.

*Propellers.*

| Name. | Master. |
|---|---|
| John N. Glidden, | Wm. Young. |
| J. S. Fay, | J. A. Holmes. |
| Colonial, | J. A. Landfair. |
| Republic, | Wm. S. Mack. |
| Egyptian, | Wm. Carlise. |
| Luella Worthington, | C. H. Cummings. |
| Havanna, | J. W. Condon. |
| Minneapolis, | J. Fraser. |
| Iron Duke, | Thos. Hosmer. |
| Henry Chisholm, | |
| Otego, | J. M. McGregor. |
| A. Everett, | A. Myers. |
| Good Hit, | G. B. Mills. |
| Jim Sheriffs, | Wm. Chamberlain. |
| N. K. Fairbank, | Richard Neville. |
| Oscar Townsend, | W. H. Humphrey. |
| Fred Kelly, | F. A. Fick. |
| Continental, | C. M. Davis. |
| Sparta, | Wm. Cumming. |
| Smith Moore, | R. H. White. |
| V. Swain, | J. C. Thompson. |
| Hiawatha, | Ed Morton. |
| Salina, | Geo. C. Rogers. |
| H. B. Tuttle, | L. W. Young. |
| W. L. Wetmore, | Geo. L. DeWolf. |
| William Chisholm, | P. G. Minch. |
| Superior, | C. Moran. |
| Benton, | H. Bennett. |
| V. H. Ketcham, | G. B. Mallory. |
| Vienna, | |
| Columbia, | J. D. Peterson. |

*Schooners.*

| Name. | Master. |
|---|---|
| C. H. Johnson, | C. H. Wallace. |
| M. R. Warner, | G. W. Bessant. |
| Goshawk, | John Kelly. |
| Magnetic, | J. D. Mullen. |
| Samuel L. Watson, | John Coulter. |
| Thomas P. Sheldon, | A. McHenry. |
| C. G. King, | A. Wilson. |
| Queen City, | Wm. Case. |
| Sophia Minch, | Con Young, |
| Pelican, | P. Donahue. |
| Frank Perew, | J. H. Stover. |
| Shawnee, | D. B. Cadotte. |
| Nellie Redington, | J. H. Andrews. |
| Geo. W. Davis, | S. L. Ketchum. |
| H. J. Webb, | D. Young. |
| Delaware, | R. W. Kerr. |
| Sandusky, | D. Trotter. |
| Negaunee, | A. B. Parsons. |
| S. H. Kimball, | H. E. Judson. |
| Fayette Brown, | Fred Green. |
| St. Lawrence, | Joe Doville. |
| Southwest, | S. H. Fish. |
| Vernie M. Blake, | Frank Terrill. |
| Highland Maid, | Wm. Oliver. |
| H. D. Root, | O. E. Bullock. |
| Reindeer, | A. C. Rusho. |
| W. L. Peck, | Wm. Blyden. |
| Venus, | A. Carter. |
| Mineral State, | D. Wilson. |
| Geo. H. Warmington, | H. J. Trinter. |
| Colonel Cook, | H. Carter. |
| Specular, | C. B. Tower. |
| Eliza Gerlach, | Thos. Delargie. |
| John S. Richards, | F. S. Brady. |
| Grace Holland, | E. T. Rattray. |
| David Dows, | J. S. Keldon. |
| Fred A. Morse, | J. Harrington. |
| Edward Kelly, | W. W. Morse. |
| Kingfisher, | Wm. Somerville. |
| Sumatra, | W. E. Russell. |
| Brunette, | W. P. DeWolf. |
| Thomas Gawn, | John Nelson. |
| Lafrinier, | David Becker. |
| Constitution, | Robert Kerr. |
| J. F. Card, | B. Nelson. |
| D. P. Rhodes, | L. B. Woodruff. |
| Alva Bradley, | J. Moffett. |
| David Wagataff, | J. Lampoh. |
| H. G. Cleveland, | H. Parker. |
| Rival, | Charles Harnes. |
| Thomas Parsons, | P. Johnson. |
| Selkirk, | C. Bernard. |
| Theodore Voges, | J. M. Robinson. |
| Bertha H. Winnie, | H. Baker. |
| Republic, | Wm. A Black. |
| Montblanc, | P. Johnson. |
| Zach Chandler, | C. Graves. |
| Commodore, | John Wright. |
| Helena, | T. B. Armstrong. |
| Montmorenci, | John R. Black. |

*Scows and Barges.*

| | |
|---|---|
| Sassacus, | Matilda, |
| Marry Garrett, | B. M. Baker, |
| J. U. Porter, | Colonel Bracket, |
| F. L. Jones, | Pacific. |

*River Tugs.*

| | |
|---|---|
| Samson, | George N Brady, |
| Constitution, | W. D. Cushing. |
| Anna Dobbins. | |

*Steam Yachts.*

| | |
|---|---|
| Cyclone, | Tempest. |

*Tugs.*

| | |
|---|---|
| Record, | Charles Henry, |
| Dreadnaught, | C. E. Bolton, |
| Forest City, | Florence, |
| Helene, | Ida Sims, |
| J. R. Worswick, | James Amadeus. |
| L. P. Smith, | Maggie Sanborn, |
| Mary Virginia, | N. B. Gates, |
| Patrick Henry, | S. S. Stone, |
| W. H. Doan, | C. Castle, |
| L. Starkweather. | |

DETROIT.

*Side Wheel Steamers.*

| | |
|---|---|
| City of Detroit, | Northwest, |
| City of Mackinac, | City of Alpena, |
| Pearl, | Alaska, |
| Flora, | Idlewild, |
| Saginaw, | Milton W. Ward, |
| Keweenaw, | Manitoba, |
| Darius Cole. | |

Total tonnage, 9,068.

*Steamships.*

| | |
|---|---|
| Chauncey Hurlbut, | Fred Mercur, |
| H. E. Packer, | Escanaba. |

Total tonnage, 4,453.

*Propellers and Steambarges.*

| | |
|---|---|
| Atlantic, | Gazelle, |
| Riverside, | John Pridgeon, |
| Porter Chamberlain, | City of Concord, |
| Tempest, | Ogemaw, |
| Westford, | Dickenson, |
| Empire, | Anna Smith, |
| Thomas S. Christie, | George A. Marsh, |
| Morley, | Salina, |
| S. J. Macy. | |

Total tonnage, 7,825.

*Tugs.*

| | |
|---|---|
| Champion, | A. J. Smith, |
| Winslow, | Kate Williams, |
| Balize, | M. Swain, |
| Gladiator, | Oswego |
| John Martin, | Crusader, |
| O. Wilcox, | Sweepstakes, |
| Bismarck, | J. P. Clark. |

Total tonnage, 2,646.

*Schooners and Barges.*

| | |
|---|---|
| Monitor, | C. H. Weeks, |
| Agnes, | A. H. Moss, |
| Acoustics, | Groton, |
| J. C. King, | Canton, |
| Swallow, | A. Boody, |
| Waverly. | Fame, |
| Consuelo, | Colorado, |
| G. W. Bissell, | Knight Templar, |
| Magnet, | J. H. Prentice, |
| Senator, | Ferrett, |
| Smith and Post | Hannah, |
| E. C. Leighton, | James Couch, |
| John Magee, | William Home, |
| Belle Hanscomb, | Ganges, |
| Adventure, | J. Enright, |
| Sweepstakes, | B. W. Janness, |
| Hubbard. | |

Total tonnage, 9,656.

| *Recapitulation.* | Tons. |
|---|---|
| Sidewheel Steamers | 9,068 |
| Steamships | 4,453 |
| Propellers | 7,825 |
| Tugs | 2,646 |
| Schooners and Barges | 9,656 |
| Grand total tonnage | 33,648 |

SANDUSKY.

*Steamers.*

| Name. | Master. |
|---|---|
| Jay Cooke, | G. A. Brown. |
| B. F. Ferris, | D. J. Fox. |
| H. B. Hayes, | Wm. Slackford. |
| Louise, | Alonzo Dwelle. |
| Philip Walter, | Joseph Wiedenhofer, |
| Ella G., | I. G. Gillespie. |

*Steam Yachts.*

| | |
|---|---|
| Henry Douglass, | H. Molyneaux. |
| H. B. Wilson, | |

*Propellers.*

| | |
|---|---|
| Ohio, | J. C. Estes. |

*Steambarges.*

| | |
|---|---|
| Parkman, | |
| Roland, | — Smith. |
| Red Jacket, | — Giesendorfer. |
| Norma, | Henry Starkey, |
| Bessie, | George Giesendorfer. |
| Mayflower, | Patrick Smith. |

*Tugs.*

| | |
|---|---|
| J. W. Bennett, | Hettrick. |
| Cal Davis, | George Dayton. |
| Mystic, | C. H. Woodford. |
| Myrtle, | W. P. Wheeler. |
| Annie Robinson | Long. |

*Schooners and Barges.*

| | |
|---|---|
| Irene, | Collins. |
| Seamen, | George Nichols. |
| A. J. Rogers, | Peterson. |
| Wend-the-Wave, | Jarves Ellis, |
| Norway, | |
| Montgomery, | |
| Emeu, | |
| C. N. Ryon. | Chas. Miller, |
| B. B. Iseman, | C. H. Woodford, |
| Julia, | Mary Ellen. |

CHICAGO.

*Propellers.*

A. Booth, Argonaut,
Alcona, Annie Laura,
Albert J. Wright, Buffalo,
Business, B. W. Blanchard,
Boscobel, Chauncey Hurlbut,
City of Cleveland, Conemaugh,
City of Rome, City of New York,
Clyde, Calumet,
Charles Rietz, City of Fremont,
City of Traverse, D. C. Whitney,
D. M. Wilson, H. J. Jewett,
E. B. Hale, Inter-Ocean,
H. D. Coffinberry, Iron Chief,
Iron Age, Ida M. Torrent.
Iron State, J. R. Whiting,
J. H. Farwell, Jay Gould,
J. H. Devereux, Lawrence,
Lehigh, Monteagle,
Nipegon, Onoko,
Oceanica, Perrett.
Peerless, Robert Holland,
Rochester, R. P. Ranney
Rhoda Emily, R. A. Packer,
R. A. Seymour, Jr., S. E. Sheldon;
Syracuse, Saginaw Valley,
St. Joseph, Thomas W. Palmer,
William Edwards, Waldo A. Avery.
Vanderbilt,

*Schooners.*

A. Bradley, Adirondack,
A. J. Covell, Adriatic,
A. Mosher, America,
A. J. Mowry, Australia,
Alice B. Beers, A. J. Mowry,
Alert, Advance,
Alice, Arctic,
Arendall, A. P. Nichols,
American Union, A. E. Vickery,
Ada Medora, Alice B. Norris,
Arthur, Ahira Cobb,
Alta, Allegheny,
Belle Waldbridge, Bertha Barnes,
B. F. Wade, Bay State,
Bertie Calkins, C. P. Minch,
Barbarian,
Champion, Cheeney Ames,
Comrade, Charles Foster,
City of Chicago, Camden,
Chester B. Jones, C. C. Barnes,
City of Green Bay, C. A. King,
Charles Luling, Cape Horn,
Charlie Marshall, Commerce,
Col. Ellsworth, Cuyahoga,
Coaster, C. E. Wyman,
C. G. Mixer, C J. Roeder,
Cascade, Clara,
City of Sheboygan, C. H. Hackley,
C. Michelson, Clipper City,
C. J. Magill, Carrier.
D. E. Bailey, D. R. Martin,
D. L. Filer, Duncan City,
Delos DeWolf, E. A. Nicholson,
Ellen Spry, E. J. McVea,
E. S. Robinson, E. T Judd,
Ebenezer, Erastus Corning,
Emeline, Ezra Fuller,
E. R. Blake, Eagle Wing,
E. P. Royce, E. M. Stanton,
Elgin, F. L. Danforth,
F. A. Georger, Flying Cloud,
Fanny Campbell, Fleetwing,
Ford River, Four Brothers,
Florence Lester, Grace M. Filer,
Golden Age, George M. Case,
Golden Fleece, George,
George Steele, George A. Marsh,
George Douseman, G. Ellen.
Gessing, George L. Wrenn,
Gilbert Knapp, G. W. Naghtin,
George J. Boyce, H. J. Mills,
Halsted, Homer,
H. W. Sage, H. Badger.
Hattie Hutt, Harriett Ross,
H. Taber, Hattie Earl,
H. B. Moore, H. Rand,
H. D. Moore, Helen Pratt,
Helen, Herschel,
Ida Keith, Ida,
Iver Lawson, I. Stephenson,
Isabelle Sands, J. M. Hutchinson,
James Mowatt, J. D. Sawyer,
J. H. Rutter, J. Godfrey,
John Kelderhouse, John Miner,
Jessie Phillips, J. B. Wilbor,
Jack Thompson, Jennie Mullen,
William Jones, J. F. Tracy,
Jason Parker, J. L. McLaren,
J. M. Forrest, John Raber,
John Mee, John Bean Jr,
J. V. Taylor, Kate Winslow,
Kate E. Howard, Kate Hinchman,
Kate Darley, Lizzie A. Law,
Lottie Wolf, Lotus,
Lincoln Dall, Live Oak,
Lottie Cooper, L. W. Perry,
Lumberman, Live Oak,
Lucy Simpson, L. M. Mason,
L. B. Coats, L. B. Shepard,
Lincoln Dall, Lavinda,
Michigan, Mary L. Higgie,
Manitowoc, Mary D. Ayer,
Melbourne, M. W. Page,
M. E. Tremble, Merrill, J. B.
Marinette, Maumee Valley,
May N. H. Ferry, Mary Collins,
Menominee, Mystic,
Mercury, Minnie Mueller,
Minerva, Moselle,
Maine, Magdalena,
Minnie Slauson, Moses Gage.
Milwaukee Belle, Maggie Dall,
Metropolis, Maggie Thompson,
Manteneé, Mediator,
Magnolia, Mary E. Cook,
Melvina, M. A. Gregory,
Nelson Bloom, Newsboy,
North Star, North Cape,
Naiad, Norman,
Our Son, Ostrich,
Orkney Lass, Pensaukee,
Polynesia, Pilot,
O. R. Johnson, Oak Leaf,
Otter, Olga,
Peshtigo, Phenix,
Persia, Pilgrim,
Redwing, Red White and Blue,
R. B. Hayes, Racine,
Rising Star, Radical,
Robert Howlett, Resumption,
Rockway, Rose Belle,
Reindeer, Ralph Campbell,
Rouse Simmons, S. J. Luff,
Sardinia, S. A. Wood,
Skylark, South Haven,
S. B. Pomeroy, S. Anderson,
S. P. Ely, Sunrise,
Sweetheart, San Diego,
Scotia, S J. Tilden,
T. L. Parker, Two Fannies,
Thomas Quayle, T. Y. Avery,
Truman Moss, T. H. Howland,
Thomas Hume, Topsey,
Tempest, Vermont,
Walter A. Sherman, White Star,
Wayne, W. H. Dunham,
Windsor, William Jones,
W. O. Goodman, H. Whitbeck,
W. H. Hawkins, York State,
Z. Y. M. C. A.

MILWAUKEE.

*Propellers.*

L. Pahlow, G. C. Markham,
Joys, G. T. Burroughs,
D. Ballentine, C. J. Kershaw,
W. H. Barnum, Nahant,
Hecla, Raleigh,
J. H. Shrigley, Progress,
D. W. Rust, Massachusetts,
Merrimac, Minnesota,
Monohansett, Gordon Campbell,
Leviathan, Susie Chipman,
George Burnham, W. J. Averill,

*Schooners.*

May Richards, Oneida,
James Garrett, Ruby,
S. J. Holley, Supply,
S. Thal. L. E. Raesser,
M. N. Dunham, R. H. Becker,
Rob Roy, Northwest,
Emma C. Hutchinson, John O'Neill,
Alvin Bronson, Saveland,
Odin, Evelyn,
Blue Bell, J. C. Bauer,
W. Hammond, George Sherman,
Granger, City of Toledo,
Richard Mott, O. M. Nelson,
Elida, William Aldrich,
Fearless, M. Capron,
Nevada, H. M. Scove,
Madonna, J. I. Case,
Starke, Penobscot,
Pewaukee, D. K. Clint,
Massasoit, Schuylkill,
Challenge, Lem Ellsworth,
Tallahassee, Trio,
Chris Grover, Walhalla,
Ole Oleson, A. B. C. F. M.,
Maria Martin, Leo,
Ann Maria, South Side,
M. L. Collins, Pathfinder,
Lucerne, Lake Forest,
Joseph Paige, Itasca,
Libbie Nau, Porter,
H. C. Richards, Mary B. Hale,
Lillie E., Agnes,
Moonlight, David Vance,
G. G. Houghton, Marengo,
John Schuette, Transet,
Hartford, Guide,
J. A. Travis, E. Scoville,
Boaz, Reuben Doud,
La Petite, J. B. Prime,
L. A. Burton, Donaldson,
Surprise, L. C. Butts,
Metocomet, Waukesha,
H. A. Kent, R. P. Mason,
Angus Smith.

BUFFALO.

*Propellers.*

Avon, Passaic,
St. Louis, Empire State,
Alaska, India,
China, Nyack,
Russia, Chicago,
Dean Richmond, Northerner,
St. Paul, Araxes,
Pacific, Philadelphia,
Commodore, New York,
Lycoming, Boston,
W. A. Haskell, Waverly,
S. F. Hodge, Toledo,
Idaho, Badger State,
Portage, Arizona,
Newburg, Fountain City,
City of Duluth, Albany,
Delaware, W. L. Frost,
Japan, Starucca,
Arctic, Osceola,
Montana, Jim Fisk,
Juniata.

*Steambarges.*

Australasia, Nevada,
J. E. Potts, White & Friant,
Rube Richard, Alpena,
George T. Hope, Cumberland,
M. M. Drake, Oregon,
Kasota, J. P. Donalson,
Hiawatha, Queen of the West,
Oceanica, Tacoma,

*Schooners.*

D. S. Austin, Niagara,
E. L. Coyne, David Stewart,
Unadilla, Ironton,
P. B. Locke, S. V. R. Watson,
Mary Grover, Helvetia,
Mary, John Wesley,

*Barges.*

Banner, Elma,
O. Cromwell, John Breden,
Wenona, A. Vought,
F. B. Gardner, Nellie Mason,
Hattie, Superior,
R. N. Rice, Journeyman,
Potomac, I. W. Drake,
Brightie, Dan Rodgers.

BAY CITY.

*Tugs and Steamers.*

Dore, Metropolis,
Kittie Forbes, N. Mills,
Peter Smith, Sarah Smith,
Ella Smith, S. S. Rumage,
Harley, Challenge,
Minney, Cora K. D,
Tempest, E. T. Carrington,
B. W. Arnold, E. Haight,
T. M. Moore, George B. Dickson,
Anna Moiles, Emerald,
Sea Gull, Charles B. Hull,
Luther Westover, D. F. Rose,
E. V. Moody, Maud S,
James Hay, Charles Lee,
C. M. Farrar, David Sutton,
Handy Boy, St. John,
C. A. Forbes, Waldo A. Avery,
Davison's Tug, Jorden Beebe,
Arundel, Toledo,
A. F. Bartlett, Laketon,

*Schooners and Barges.*

Oneonto, John Shaw,
Amaranth, Bahama,
Yankee, Leader, Jupiter,
Racine, Davis,
J. S. Austin, Lady Essex,
Antelope, Francis,
Curlew, T. G. Lester,
Melvina, Marine City,
Boscobell, S. F. Warner,
A. W. Wright, Tailor,
Gen. Weaver, Wyoming,
Dreadnaught, Ames,
Exile, Mears,
Ellen, Julia,
Hector.

EAST SAGINAW.

*Tugs and Steamers.*

Wellington R. Burt, L. G. Mason,
Robert Weideman, Little Giant,
Jessie P Logie, Charles P. Fish,
Bessie M. Laulie, Frank Tracy,
Tom Dowling, Matt Stickney,
Mildred, W. S. Carkin,
Roy J. Cram, Anna,
Tom Maytham, Willie Browne,
William Rudolph, Bell Cross.

*Barges.*

A. T. Bliss, T. H. Cahoon,
Ida Corning, G. W. Wesley,
B. B. Buckhout, McDougall,
Dolphin, Star of the North,
Golden Harvest, Sunbury,
D. H. Keys, Commodore,
W. L. Peck, Fostoria,
Frankfort, J. E. Sparrow,
E. F. Gould, Mariner,
Chicago B'd of Trade, Little Jake,
Geo. Wand, Sunshine,
Seminole, Richard Martin.

ONEKAMA.

*Scows and Tugs.*

Mishicott, Lou Wallace,
Gem, Dan Hayes.

TOLEDO.

*Schooners.*

Anna P. Grover, E. R. Williams,
James E. Gilmore, Oliver Mitchell,
R. Hallaran, John Richie,
R. J. Gibbs, Myron Butman,
Sprague, Winslow.

*Propellers.*

Cormorant, Morning Star.
Germania.

*Steamers.*

Waite, Mascotte.
Ingwersen.

CLAYTON.

*Steamers.*—John Thorn, Captain Vernon Sweet; John Udell engineer.

*Steamyachts*—Calumet, Captain Sidney Griffen; Eugene Bastian engineer. Siesta, Captain John Davis; David Farrell engineer. Juniata, Captain William Elliott; Mr. Graves engineer. Jessie Bain, Captain Edwin Cook; John Cook engineer. Sirius, Captain Henry Johnson, Lewis Kenyon engineer. Magic, Captain John Bennet; Edgar Marshall engineer.

*Vessels.*—L. S. Hammun, Captain Saunders; Belle Mitchell, Captain Truman Rusho; Cornelia, Captain Delos Hollenbeck. Vision, Captain Andrew Dukeland; Bessie, Captain ——; Zadie, Captain Wm. Steel, Jr.

VERMILLION.

Schooners P. W. Marsh, W. F. Crosthwaite, B. F. Bruce, S. H. Foster, Francis Palms, J. T. Johnson, H. Fitzhugh, Havana and Florida, of J. C. Gilchrist's fleet; the M. S. Bacon and M. Stalker of Frank Pelton's fleet, and tugs Wyland, Favorite and Markwell are laid up here. Some of them will be thoroughly overhauled during the winter.

RACINE.

Schooners, Detroit, Finney M. A. Muir, J. B. Newland, Z. G. Simmons, Caledonia, Josephine Dresden, Kewannee, Green Bay, Venture, Forest, German, Mollie, Mt. Vernon, Laurina. The tug Sill laid up to-day, and the tugs Albatross, and West will soon follow. The tug Knapp will winter at Kenosha. During the winter the schooner Caledonia will be rebuilt.

MANITOWOC.

Schooners Mariner, Graham Brothers, Lydia, Tennie and Laurie, Imperial, Emma L. Nielson, Robbie Knapp, Success, City of Manitowoc, Gladiator, I. H. Williams, Nellie, Church; tugs, Cyclone, Pankratz, Gregory; propeller, Menominee; steamers, Sheboygan, Corona, Muskegon.

OSWEGO.

*Steamers.*—A. Summer, tugs Charley Ferris, Eliza Redford, William Avery, Steve Lyons, J. Navagh, C. P. Morey, C. C. Frost, May Queen, F. D. Wheeler, George Hasleton, steamyacht Ruth and No. 32, dredges Grant and Sampson.

MANISTEE.

Propeller Maggie Marshall; schooners A. L. Potter, John Marks, Cuba, A. O. Hanson, A. W. Lucky, Melitta, Lalla Rookh, Arendal, I. Sands.

LORAIN

Propeller W. P. Thew; schooners, Three Brothers, Conrad Reid, David Wallace, J. R. Pelton, General Franz Sigel, I. N. Foster, John Tibbets.

DULUTH.

Propellers, Joseph L. Hurd, R. T. Stewart, Myles, Mary Martin, T. H. Camp, Hattie Lloyd; schooners, George W. Adams, and Belle Stevens.

OGDENSBURG.

Schooners E. P. Beals, St. Peter, C. B. Benson, J. S. Eaton, William Preston, Abbie A. Andrews.

LUDINGTON.

*Schooners.*—Lillie Pratt Hooker, Daisy.

ASHTABULA.

Schooners Columbian, M. F. Merrick, Leonard Hanna and Verona.

HOLLAND.

*Schooners.*—R. Kanters. D. A. Wells, Scud, Wollin, Josee.

## CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

*Written for the Marine Record.*

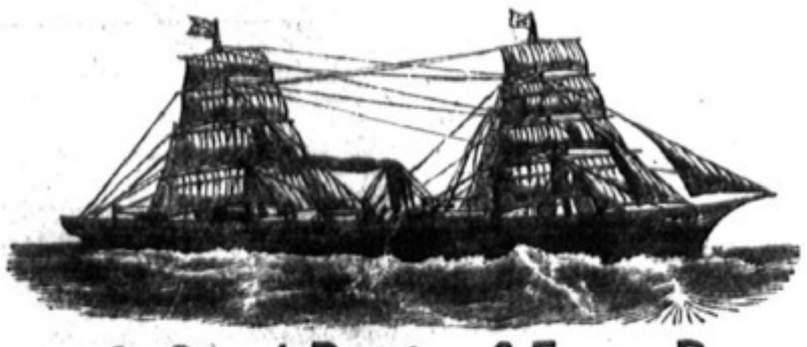
PART V.

The boat was made fast against the bank and the second clerk was running about among the merchants of the town for the purpose of collecting freight bills, when the sheriff tapped him on the shoulder and said that he was wanted as a juryman in a damage suit. "My good fellow," said the clerk, "I cannot serve on the jury, for I am a river-man, and my boat is going out in a few hours." His protest was of no avail, however, and so the clerk was marched away to the court room, where he learned that no jury could be procured to try the case fairly, so it was decided by both sides that the clerk should be the jury, and that they would abide by his decision. The trial was put on, the witnesses examined, and after proper argument the case was given to the jury, which consisted of the clerk, who, in a truly judicial manner, walked away and was locked up in the jury room, where, after an hour of deliberation, the sheriff visited him to see how near he had reached a verdict. "Mr. Sheriff, my boat is going out soon, and this jury has not yet reached a verdict." The sheriff retired, and the jury polled another vote. At the end of the second hour the sheriff again unlocked the jury-room and enquired if a verdict had been reached. "No," said the single juryman, "my boat is going out soon, and the jury has not reached a verdict; in fact, I might say the jury is hung, and is unable to determine upon a verdict, and, therefore, begs to be discharged." It is not necessary to say the jury was discharged. This is the same clerk who was afterward master of a steamer, and was forever annoying the engineer because the boat was so slow, and "did not do as well as she used to," and the engineer had hung extra weights on the safety valve and "warmed her up" until the steam guage hand could indicate no further, and still the boat did not go fast enough for the captain. The night was very dark, and the pilot, having "pulled her on to the crossing," had lashed the wheel and was taking it easy. Finally the captain concluded to take a trip down into the hole. There he discovered that the hole was about half full of water. The captain came on deck white with rage, and yelled, "Where's the mate?" "Here I am, sur," yelled that dignatary from behind a pile of sacks on the forecastle. "Do you know this boat is leaking badly?" asked the captain. "No, sir, she ain't lakeing, she won lakeing, but she are quit now." "Quit now, why you fool, this boat is half filled with water. "Yis, I know it, sor; she is sunk, and has been for more'n an hour, and I thought I'd not tell ye until she swelled up a little." When they run a pole down in the river and found only four foot of water, and that the boat was indeed sunk, the commander rushed aft and informed the engineer that it would not be necessary to crowd the boot until after they had raised her. The captain still runs this slow steamer, and one day ordered the engineer to "make the engines of this boat do their best," which order the engineer obeyed by starting the donkey pump, freight holster, and capstan, after which he sent word that everything "was agoin', and if she was not going up the river fast enough, why, land, and he would get off the boat." A new engineer was finally employed, and on the first trip—not knowing that his predecessor had been in the habit of "crowding her"—let her jog along at the pressure allowed by law, and of course she would once in a while blow off pretty strong. The boat had not reached Cairo—she runs from St. Louis to New Orleans—before the captain went down on deck and said to the engineer, "You are the only man that has ever engineered this boat that would carry steam enough to get her up and down the river, and your wages are raised $50 a month." That engineer run the boat for years and never had any trouble, for he soon learned that it was not the extra pressure that the captain wanted so much as he wanted to hear the safety valve blow off.

---

A Washington special says the estimates of the secretary of the treasury will recommend the following appropriations for harbor improvements in the state of New York: Harbor at Buffalo, $500,000; breakwater at Rouse's Point, $76,000; harbor at Charlotte, $99,000; harbor at Dunkirk, $60,000; harbor at Great Sodus bay, $65,000; harbor at Greenport, $26,000; Little Sodus bay, $45,000; Oak Orchard, $50,000; Ogdensburg, $35,000; Olcott, $35,000; Oswego, $150,000; Plattsburg, $5,000; Rondout, $10,000; Sackets Harbor, $2,000; Wilson, $50,000.

# GLOBE SHIPBUILDING CO.,



## Build Iron & Steel Boats of Every Description.

**Builders of Iron Steamers Onoko, Wm. Chisholm, J. H Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record.**

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

ST. MARY'S, OHIO. *OAR FACTORIES.* MONTPELIER, OHIO

# DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

## CORDAGE, OAKUM, WIRE ROPE,

**Chains, Anchors, Oars, Blocks,**

RUSSIA BOLT-ROPE,

Flags, Buntings, Cotton and Flax Ducks,

MARINE HARDWARE, SHIP CHANDLERS' GOODS GENERALLY.

**34 and 35 South-st, New York.**

## WM. HINGSTON & SON.

**Boat Builders,**

Steam and Sail Yachts, Hunting, Fishing and Pleasure Boats, Shell Boats, Spoon Oars.

Foot of Porter Av., Buffalo, N.Y.

## MADISON HOUSE, DETROIT,

The Captains' Favorite Hotel--Rates $1.50 Per Day

Convenient to all Places of Business and Amusement.

GIVE IT A TRIAL.

E. W DONOVAN, Proprietor.

## R. W. ABRAM,

Wholesale and Retail Dealer in

FRESH AND SALT MEATS.

NO. 544 DETROIT ST., CLEVELAND, O.

Vessel Orders Promptly Filled.

## FOR SALE,

AT

## THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 11-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double directacting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new. For sale at GLOBE IRON WORKS

## FOR SALE OR EXCHANGE.

ENGINE—The undersigned offers for sale or exchange an engine 34x36, low pressure, with boiler and connections. The engine is in good shape. Will trade for barge or tug. T. CURRIE, Port Huron, Mich.

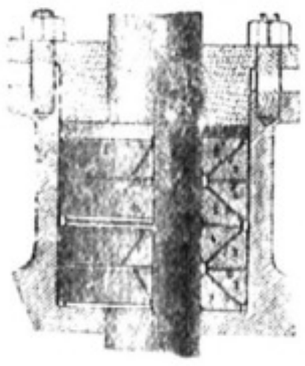
## FOR SALE AT A BARGAIN.

Marine Engine and Boiler, wheel, shaft, piping safety valves, etc. The engine is 18x20, high pressure. The boiler was new two years ago, is 5 feet 6 inches by 11 feet and is allowed 100 pounds of steam. This machinery and boiler are suitable for tug or steambarge. Will burn wood or coal.
Address E. DAHLKE, 113 Franklin Ave., Cleveland.

## A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,500. Address MARINE RECORD OFFICE.

## KATZENSTEIN'S



SELF-ACTING METAL PACKING

FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address
L KATZENSTEIN & CO

169 Christopher St, near West Street N. Y.

**CAPT. THOS. WILSON, who uses this packing on his Steamers, and THE MARINE RECORD are Agents for Cleveland and the Lakes.**

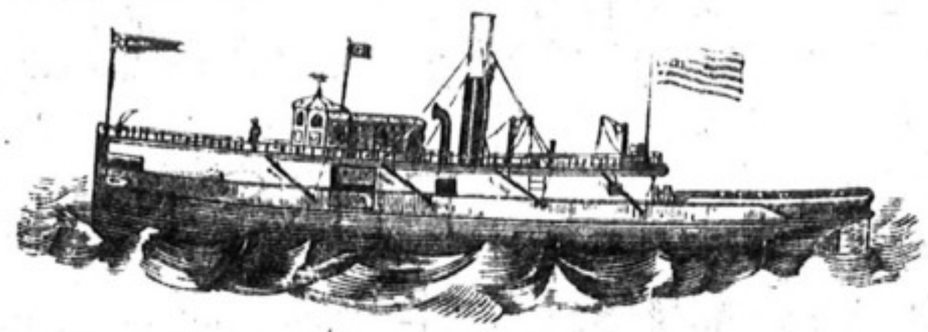
## A. M. BARNUM,

Vessel Agent and Broker,

15 Exchange St. Buffalo, N. Y.

☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

# GRAND HAVEN SHIPBUILDING Co.



SHIPBUILDING, REBUILDING AND REPAIRING.

**Tugs, Fishing Boats, Yachts, and Launches a Specialty.**

Can Furnish SPECIFICATIONS, WORKING DRAWINGS AND MOULDS at moderate cost, for those who wish to do their own building. Can also furnish experienced oversight, or partial supervision of work.

## CAN FURNISH THE PEARSONS PROPELLER WHEEL,

Which we confidently recommend as the BEST TOWING WHEEL KNOWN.

D. ROBERTSON, Manager and Builder. | PETER SINCLAIR, Assistant Builder. | JOHN BUDGE, Sec'y. and Treasurer. | H. C. PEARSONS, Designer.

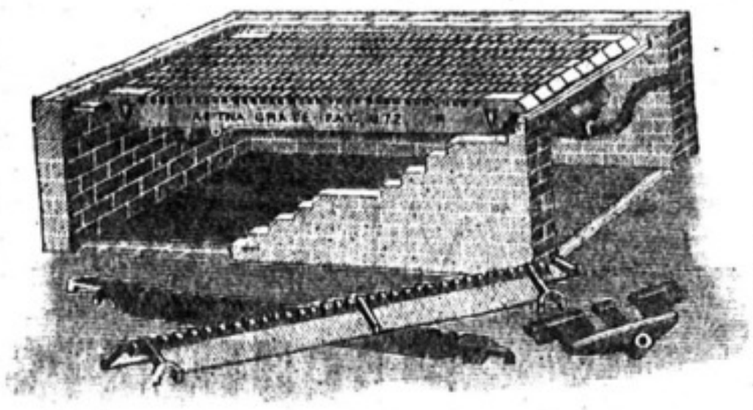
## THE ÆTNA GRATE.

G. C. BARNES, Agt.

**This Improved Shaking Grate Especially Adapted to Burning Slack.**

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



LOUIS B. PRESLEY. GEO. G. ARTHUR. THOMAS AXWORTHY

# PRESLEY, ARTHUR & CO.,

MINERS AND SHIPPERS OF COAL.

Coaling Steamboats & Tugs Day and Night a Specialty.

DEALERS IN LACKAWANNA ANTHRACITE COAL.

Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier

OFFICE 130 RIVER-ST., CLEVELAND, OHIO.

# SEND FOR MARINE LAW BOOK

Which Gives all Points On Marine Law,

AS DEFINED BY UNITED STATES COURTS.

PRICE, ONE DOLLAR.

## J. C. COSS,

[SUCCESSOR TO ED MAYES.]

Sail Maker and Rigger.

16 Woodward ave., Detroit, Mich.

*OVER H. D. EDWARDS & CO.*

First class accommodation for storing vessel outfits. Fire proof building.

**A GIFT** Send 10 cents postage, and we will mail you *free* a royal, valuable sample box of goods that will put you in the way of making *more money* at once than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

## Vesselmen

SHOULD HAVE

## OUR MARINE LAW BOOK.

Containing all points of MARINE LAW as determined by the United States Courts

ON

| | |
|---|---|
| Seamen, | Owners, |
| Freights, | Charters, |
| Towage, | Registry, |
| Collisions, | Enrollments, |
| General Average, | Common Carriers, |

Duties of Seamen, Masters & Owners, Bill of Lading, Wages, &c.

The volume is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00.

VESSEL OWNERS AND AGENTS.

*JAMES T. ROSE,*

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

I have an excellent gang of Trimmers this season, Captain Miller's old Crew.

Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

*HENRY BROCK,*

Vessel Agent.

ROOM 11, 130 WATER STREET,

CLEVELAND, OHIO.

## THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

*L. S. SULLIVAN,*

Vessel Agent and Commercial Broker--Spec Attention Given to Coarse Freight.

VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS

*Office, 74 Water-st., Toledo, O.*

Telephone, No. 129.

## PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

## MOORE and BARTOW,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 15.
CLEVELAND, OHIO.

*D. M. BECKER & CO.,*

Commercial Broker and Vessel Agent,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.

Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & Iron Ex. Build'g. Cleveland, O.
Telephone No. 953.

*H. J. WEBB & CO.,*

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST., Cleveland, Ohio.

TELEPHONE { Office, No. 338. Residence, No. 1328.

*ALEX McDOUGALL,*

VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

MARINE INSURANCE AGENTS.

*W. B. SCOTT & SON,*

Fire and Marine Insurance Agents and Vessel Brokers.

Telephone, No. 18.

Office, 130 South Water-St., Cleveland, O.

PROCTORS IN ADMIRALTY.

*J. A. OSBORNE,*

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

## ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37 Merchants' Building, CHICAGO, ILL.

# AMERICAN

## SHIP WINDLASS COMPANY,

PROVIDENCE, R. I.

**Established in 1857.**

## SOLE BUILDERS OF THE CELEBRATED

## "PROVIDENCE"

## WINDLASSES AND CAPSTANS.

**ATTENTION**

**IS CALLED TO THE**

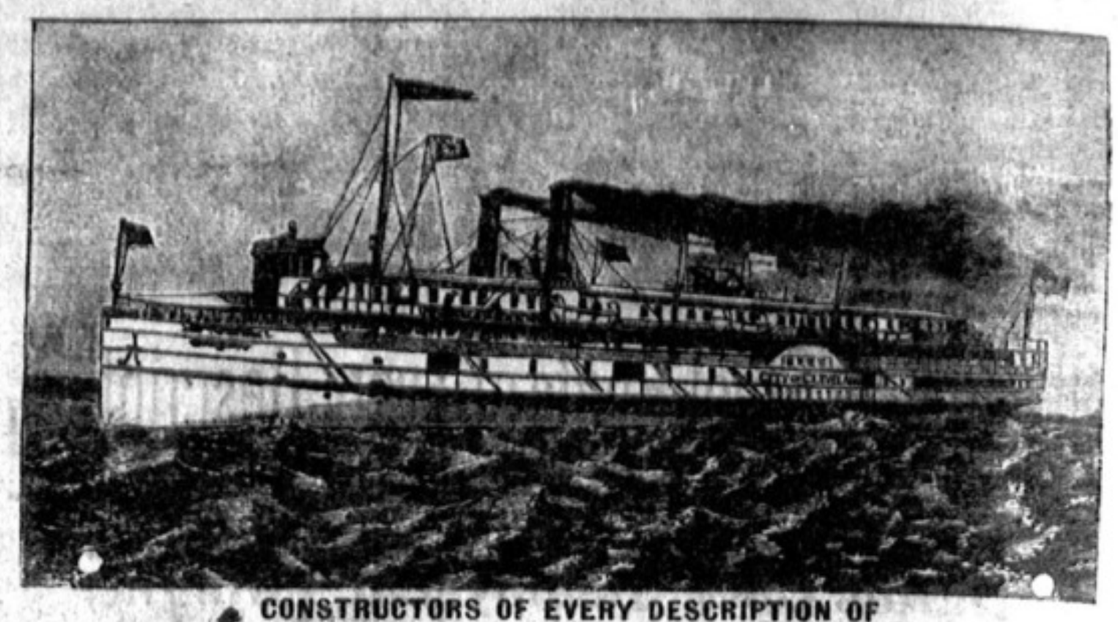
***GREAT IMPROVEMENTS***

**In Windlasses made within the past three months.**

**These Improvements apply to windlasses of all kinds, for Steamships, Sailing Vessels, Yachts, and wherever Chains, Hemp or Wire Hawsers are handled.**

**The Public requested to acquaint themselves with these Improvements before buying.**

# DETROIT DRY DOCK CO.,



CONSTRUCTORS OF EVERY DESCRIPTION OF

**Steel, Iron, Composite, and Wooden Ships.**

**IRON SHIP BUILDING WORKS AT WYANDOTTE, MICH.**

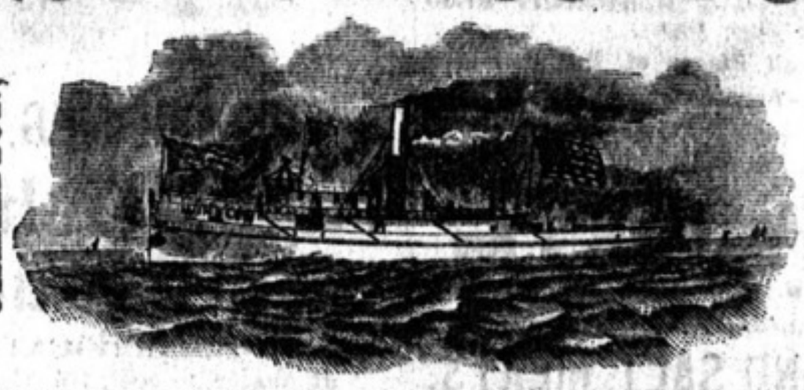
**Dry Docks and Repair Yard, ft. of Orleans-st., Detroit, Mich.**

# S. B. GRUMMOND,

**OWNER OF**

FIRST-CLASS TUGS,

TUGS: MARTIN SWAIN, WINSLOW, CHAMPION,



TUGS: GEO. B. M'CLELLAN AND OSWEGO.

**FOR WRECKING, RAFT TOWING, Etc.**

Also, Steam Pumps, Submarine Divers, Hawsers, Lighters and Barges.

WAREHOUSE AND OFFICE

**ON DOCK, BETWEEN FIRST AND CASS STREETS, Detroit, Mich.**

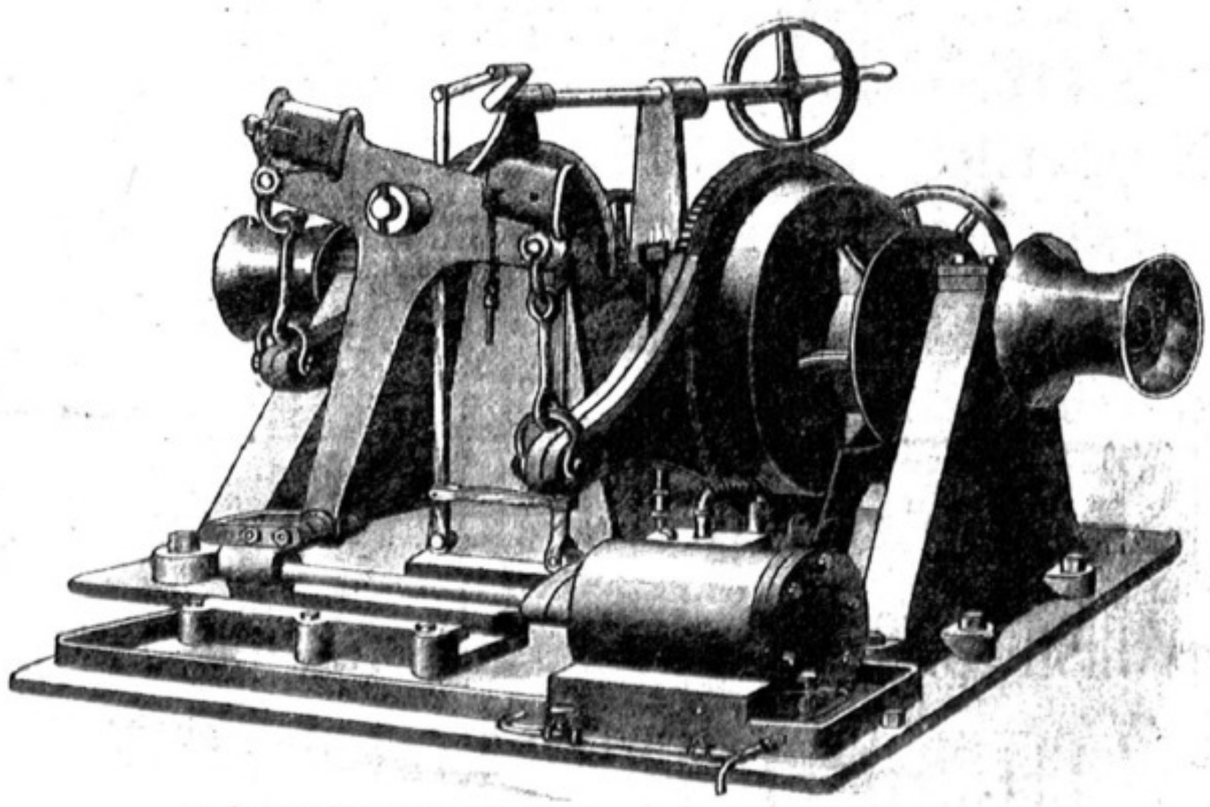
OFFICE OPEN DAY AND NIGHT. SATISFACTION GUARANTEED.

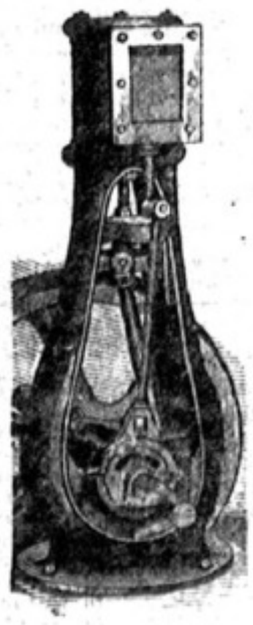
# THE GLOBE IRON WORKS,

CLEVELAND, OHIO.

## GENERAL FOUNDERS, MACHINISTS AND BOILER-MAKERS.

**MARINE.** **STATIONARY.**





**PATENT STEAM WINDLASS.**

**High Pressure,**
**Low Pressure,**
**Condensing,**
**Compound,**
MARINE AND STATIONARY ENGINES.

HAND AND SPOOL WINDLASS.
AMAZEEN BEAM LOG WINDLASS,
Centerboard, Mast, Gipsey, Hatch Winches,
Water Seal Stove Pipes, Chocks, Coal Scuttles, Hawse Pipes Cleats.

MARINE & STATIONARY

**BOILERS,**

SMOKE STACKS,

General Plate and Sheet Iron Work.

## ENGINES FROM FOUR TO FORTY H. P. KEPT ON HAND.